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China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 10%.

No. 27,725

HONG KONG, THURSDAY, FEBRUARY 19, 1931.

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A SECRET?

An Irish Motorist thinks that the Dunlop Rubber Company possess a valuable secret. Read what he says:—

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WHAT "PIRACY" MEANS.

Local Jurisdiction Problems.

"HUNG AT THE YARD ARM."

The very knotty problem of what constitutes piracy on the high seas, and under what jurisdiction it comes, particularly in British Colonies, was the subject of a prolonged legal discussion at the Assizes this morning.

The case is the one in which twelve men are arraigned before the Acting Chief Justice (Mr. J. R. Wood), on three charges of piracy or attempted piracy of a Hong Kong cargo junk, off Pedro Blanco, on January 4 last.

The discussion was initiated by Mr. Hin-shing Lo, counsel for the defence, who intervened before pleading, asking that all three indictments, and particularly the third, "that they attacked the junk with intent to steal it," be quashed.

His Lordship thereupon directed the assembled jurors to return in the afternoon, Mr. Lo going on with his legal argument.

"Unwarranted" Counts.

Mr. Lo submitted that the whole of the counts were unwarranted and unprecedented, either by Statutory Law, or by any Law of Nations. Many opinions had been formed by jurists in the past which did not warrant the framing of the present indictments.

Piracy, said counsel, was merely a sea term for robbery. That was the essential thing. And it meant robbery in the sense that it must be proved in the same way as robbery on land.

Further (and here counsel quoted various authorities), the crime could not be held to be piracy *jure gentium*, unless there were proof of violence, or definite evidence of the ship attacked being taken away for purposes of depredation. It had been held that "in modern times a case could not be treated as piracy unless it were proved that the ship was carried off, and taken from control of her lawful owners."

"Loitering" at Sea.

It had been added by the same jurist, however, that any man-of-war would be entitled to treat any ship as a pirate if there were evidence that it was frequenting the seas for the purpose of robbery. With this latter portion of the finding, counsel was not entirely in agreement.

But even if the man-of-war seized such a ship, as in the present case, what law could it be charged under? "There is no law of nations, nor any statute to the effect," counsel declared. "Nor can such a ship be charged with 'loitering' on the high seas in the same way that a charge can be brought for 'loitering' on land."

Mr. Lo contended, therefore, that the Crown was obliged to prove that part of the finding in which it was laid down as essential to the case that the attacked ship should have been seized and robbed.

Robbery Must Be Proved.

Counsel expanded his argument into a contention that robbery on the high seas meant a robbery committed in such a manner as to coincide with what would constitute a felony on land. In any case, the Crown would have to prove the fact of robbery, whether His Lordship held the present charge to be a proper one of piracy *jure gentium* or not. "In order to bring these twelve men within the jurisdiction of this Court, the Crown must absolutely prove robbery. Nothing short of that will do to prove piracy," he said.

Piracy, Mr. Lo reiterated, must be robbery in the sense of robbery ashore. It did not mean the misdemeanours of thieving or larceny, but taking away by force of arms and violence.

"No Proof."

"There is no proof of piracy *jure gentium* in this case," he concluded. "And even if it is proved it could not be tried in this Court."

Mr. Somerset Pittroy, replying for the Crown, said that the counts as framed were sound. He claimed there was sufficient matter in them to constitute proof that a crime had been committed, such as to amount to a statutory piracy. Mr. Pittroy then went on to address the Court upon the question of jurisdiction upon piracy occurring in the Colonies, tracing the

EDUCATION BILL REJECTED.

Government Unlikely to Resuscitate It.

TREMENDOUS SAVING.

London, Yesterday. The House of Lords to-day rejected the second reading of the Government's Education Bill. The division resulted:—

Against 168

For 22

Majority 146

Substantial Saving. The Government is not expected to endeavour to resuscitate the Education Bill, the operation of which is already rendered remote by Mr. Scurr's amendment, as agreement between the religious bodies has persistently eluded the negotiators.

By its rejection Mr. Philip Snowden will save a substantial sum, beginning at £500,000 annually and rising later to £9,000,000.—*Reuter*.

[In the House of Commons on January 21 the Government were defeated by 282 votes to 249 on an amendment to the Education Bill moved by the Labour Member, Mr. J. Scurr, demanding that the Bill should not operate until aid was extended to non-provided schools. Mr. MacDonald subsequently announced that the Government would not treat the defeat as vital, as no principles were involved if the Government accepted the amendment. The House of Commons passed the third reading of the Education Bill by 266 votes to 238. On December 3 the House of Commons passed an amendment postponing the operation of the School Age Bill to September, 1932.]

LOUIS WOLHEIM.

DEATH OF FAMOUS FILM ACTOR.

"KATZINSKY."

Los Angeles, Yesterday. The death has occurred, after a short illness, of Mr. Louis Wolheim, the film actor.—*Reuter's American Service*.

[Louis Wolheim, who was about 50 years of age, was one of the greatest character actors of the screen, second only, perhaps, to the late Lon Chaney, whom he resembled in facial ugliness. Owing to the repulsive cast of his features, which, by a paradox, however, were capable of a strange expression of tenderness, he was often chosen to fill criminal roles. His greatest achievement was considered to be his part as Katzinsky in the talking-film version of Erich Remarque's war novel, "All Quiet on the Western Front," which was shown in the Queen's Theatre in December. Louis Wolheim first attracted notice by his creation of the role of Captain Flagg in the stage production of "What Price Glory," and for his screen characterisations. He gave a brilliant performance as the old lag in "Condemned," in which he played with Ronald Colman.]

Six hundred men are employed in the new central heating development of the Northern Public Service Corporation, at Winnipeg; says a report of the Industrial Development Board of Manitoba. The payroll runs to about \$20,000 weekly.

history of such jurisdiction over several centuries. He quoted the Admiralty Offences Colonial Act of 1849 as to powers in such cases conferred upon Colonial Courts.

After some further discussion, His Lordship enquired what would have been the parallel offence locally in Hong Kong to the first count in the present case.

Counsel submitted that it would be assault, and he relied upon that to prove the Crown's charge of "attacking."

Dealing with a point brought up by Mr. Lo in connection with practical attacks which were beaten off, Mr. Pittroy quoted an old judgment which averred that in the event of pirates making an attack on a ship, and being repulsed, they could not only be seized, but could be hung at the yard-arm.

The case was adjourned until the afternoon.

LINKING AFRICA BY AIR ROUTES.

New Service to Web the Continent.

TO OPEN NEXT WEEK.

Rugby, Yesterday. The first time-table for the North African section of the 8,000 miles Imperial Airways Britain-South Africa route, which opens on February 26, was issued to-day. This addition to the Empire air routes extends for 2,670 miles from Cairo on the Nile to Khartoum, and thence via the great Lakes to Mwanza in Tanganyika, and will connect Britain by air with the Soudan and Central and East Africa, and bring India, Persia, and Iraq into direct air communication with North-Eastern Africa.

Specially designed multi-engine air liners and flying boats built in Britain have been flown to Africa for use on this route.

From Cairo to Khartoum a service will be operated by triple-engine Armstrong Siddeley air liners and from Khartoum onwards into the heart of Africa by great short all-metal flying boats, each driven by three Jupiter engines developing a total of 1,500 horsepower. Flying boats will use the rivers and the great lakes along the route as a natural navigating area.—*British Wireless Service*.

FIVE ACCIDENTS.

FERRY PASSENGER'S FOOT CRUSHED.

FALL FROM VERANDAH.

The Government Civil Hospital received no fewer than five accident cases during the past two days.

Eager to get off a Yaumati Ferry launch, before it had docked properly at the Hong Kong wharf, Wong Cheung-ching (23), stated to be living at 14, Temple Street, had his left foot crushed between the vessel and the wharf.

Yau Chukwan (32) received injuries to his head when he accidentally fell out of bed at his house at 22, Aberdeen Street. His condition is reported to be serious.

In the course of hanging clothes out to dry Ho Shi-sang (26), a married woman, accidentally fell from the second floor verandah of 44, Johnston Road, and suffered internal injuries.

Stated to have acted strangely on board the J.C.M.L. steamer Tjikrang, and to have refused to take any food, Cheung Chai (38), a passenger, was removed to hospital for observation.

Chung Yui (49) was taken to hospital by his wife, after he had collapsed on the first floor of 70, Third Street. He had just finished his evening meal. It is stated that he had been sick for some time.

TIENTSIN REDS.

TO BE TRIED BY COURT MARTIAL.

Peking, Yesterday.

Nineteen of the alleged Communists arrested in Tientsin on February 11 have been brought to Peking, where they will be tried by a court martial, which the headquarters of the Garrison Commander is setting up for that purpose.

They include several young women.—*Reuter*.

FATAL ACCIDENTS.

Two fatal accidents were reported to the Police during the holidays.

The body of a boy named Ku Yee Fo (13), residing at 11 Percival Street, was removed to the mortuary after he had accidentally fallen from a ladder, on which he was climbing to a cockloft. He injured his head, and died before he could be taken to hospital.

The second case occurred in the Wing Cheung Tea Shop, 83, Wing Lok Road, where a feld, Wong Sal Lin (39), suddenly collapsed and died.

CHOPPERS IN A FREE FIGHT.

Sequel to a Gambling Quarrel.

PRISON SENTENCES.

Two partners of a fish stall in the Kung Chung market, Fung Yiu and Lai Man-on, appeared before Mr. Butters at the Kowloon Magistrate's Court this morning charged with assaulting Ip Shiu, an electrician employed by the Hong Kong Electric Co.

The fracas, which took place outside the Kung Chung market at midday yesterday, was stated to be the outcome of a gambling quarrel. The complainant said that he was walking in Bowring Street with a friend when Lai Man-on dashed

STOP PRESS

London, Yesterday. A small, bent, hunch-backed, homely figure of four feet nine, is the sensational description of Jesus Christ in a new book, "Messiah Jesus and John the Baptist," by Dr. Eisler, Professor of Historical Research, Vienna University, who has lectured in most British universities and the Paris Sorbonne.

Dr. Eisler revives the theory that the works of the historian Josephus were severely censored when Christianity prevailed and everything obnoxious to Christians was erased. Dr. Eisler is of opinion that the crucifixion was a sequel to a plot to seize Jerusalem, the thieves being merely armed followers of Jesus. He explains the "Resurrection" by the existence of a twin brother of Jesus who impersonated him. Dr. Eisler admits that his reconstruction is "purely hypothetical."—*Reuter*.

out of the market with a chopper in each hand, closely followed by Fung Yiu and another man. First accused then handed a chopper to each of his two companions, and a chase ensued, ending in the complainant being struck in the back with a chopper. Fortunately the wound was only superficial.

The first accused denied handing the choppers, and said that he saw his feli being chased by complainant and several others. The feli rushed into the market and seizing two choppers went out again to grapple with his pursuers. Accused then ran out to stop the fight.

The second accused said that he and the feli were in a gambling house, and the feli was assaulted and had to run away. He was chased by complainant and others. Later he followed, but he denied taking any part in the quarrel.

Another feli of the stall gave evidence that he saw the pursued feli enter the market and pick up a chopper.

His Worship imposed three months' imprisonment on each of the two accused.

RAIN AND FOG.

To-day's weather report from the Royal Observatory states: The anti-cyclone has weakened and is now central over the Yellow Sea.

Moderate monsoon prevails along the S.E. Coast of China and over the N. China Sea.

Forecast:—N.E. winds; moderate; overcast; some light fog.

1. 0.53 inch against an average of 2.53 inches—deficit 2 inches.

Rainfall.

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 0.43 inch, against an average of 2.19 inches—deficit 1.76 inch.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong 58
Macao 50
Peking 70
Manila 67
Tientsin 50
Amoy 50
Swatow 50
Canton 50
Shanghai 50

Saskatchewan produced 500,000 pounds of honey last year, or 150,000 pounds more than the 1929 production.

PLANE CRASH DUE TO INEXPERIENCE

Officer Who Insisted on Taking Control.

"LAWRENCE OF ARABIA."

London, Yesterday. A verdict of accidental death was returned at the inquest at Plymouth to-day on three victims of the flying boat disaster on February 4 whose bodies have been recovered. The jury expressed the opinion that the accident was due to an error of judgment, that in turn being due to the inexperience of Wing Commander Tucker, who made the landing.

The evidence showed that Tucker, who had had experience with land planes, but not with flying boats, insisted on taking charge during the final flight.

Flight Lieut. Elv gave evidence that twice he attempted to regain control but Tucker knocked his hands off the control. Elv, at the last moment, believing Tucker had misjudged the distance from the water, grasped the wheel, and pulled back the control. He saw the nose of the boat begin to rise, but it was too late, and she struck the water and crashed.

"Aircrafterman Shaw," (Colonel Lawrence of Arabia), gave evidence that the men were disinclined to go up with Tucker. He would have flown with Tucker if he had been ordered to do so, but not as a matter of choice.—*Reuter*.

CRACKER FIRING.

BREACHES OF REGULATIONS BY CHINESE.

ONE IN HOSPITAL AREA.

Fines totalling \$180 were imposed on several Chinese at the Central Magistracy this morning by Mr. Schofield, whom they pleaded guilty to having fired crackers in a manner which was dangerous to the public. Two defendants absented themselves and had their bail of \$20 and \$25, respectively, forfeited.

In one case it was stated by Inspector J. McLelland that the defendant lit a cracker, placing an empty tin on top of it. The subsequent "bang" was even louder than firing the cracker alone. His Worship regarded the case as a bad one and imposed a fine of \$25.

In the last case, a Chinese was fined \$20 for firing crackers in Ko Shing Street. Inspector W. R. MacWalter stated that that street was in the area of the Government Civil Hospital.

"CEMENT" DIVIDEND.

Subject to audit, the Directors of the Green Island Cement Company, Ltd., will at the forthcoming meeting of shareholders to be held on Wednesday, March 18, 1931, recommend the following allocation of profits:—

To pay a dividend of 30 cents per share on the old shares \$120,000.00

To pay a dividend of 4 cents per share on the new shares 16,000.00

To write off obsolete machinery stores 20,000.00

To place to General Reserve 100,000.00

To carry forward to credit of next year's account 88,421.76

Total \$344,421.76

"ELECTRIC" DIVIDEND.

At the ordinary yearly meeting to be held on Wednesday, March 18 at 11 a.m. the Directors will (subject to audit) recommend that the balance available for distribution be disposed of as follows:—

To pay a dividend of \$2.50 per share on 450,000 shares \$1,125,000.00

To place to reserve 500,000.00

To carry forward to next account 142,385.82

Total \$1,767,385.82

Saskatchewan produced 500,000 pounds of honey last year, or 150,000 pounds more than the 1929 production.

NEW MINISTRY SET UP IN SPAIN.

Oath of Office Taken from the King.

REPRESENTATIVE CABINET.

Madrid, Yesterday. The new Ministry took the oath of office to-day from the King. Seror Aznar was acclaimed by the crowd as he motored to the War Ministry to administer the oath to General Berenguer.

The Ministry includes four independents, two Liberals, one Conservative, and one Democrat.

"Death to the King." Several groups of youths paraded the centre of the streets shouting "Long Live the Republic."

"Death to the King." They overturned and set fire to a vehicle, as a result of which the police charged and dispersed them.

Queen Ena, who has just returned from London, from her visit to her mother, Princess Beatrice, was given a stirring reception at the railway station.

Their Majesties later appeared on the balcony and were again given a rousing ovation.

General Berenguer is making an effort to form another Cabinet.

Secret Meeting. Admiral Aznar, the Captain General of the Navy, has received a Mandate to form a Cabinet.

This is the sequel to a long, secret meeting of monarchist politicians of different parties, at the War Ministry, where Gen. Berenguer is lying ill. It broke up early this morning, and it was subsequently announced that those present had decided to offer their services to the King. An envoy immediately went to the Palace to report to the King, who was awaiting the result of the deliberations.

Prior to this, Sr. Alvarez gave up the idea of attempting to form a Cabinet, after seeing the King, who took exception to his conditions.

It is recognized that King Alfonso, with forty-five parties eager to govern, has skillfully handled the situation from his own standpoint and the failure of the aged Sr. Guerra to form a revolutionary government has strengthened his hand.

New Ministers. Later.

A new Cabinet has been formed as follows:—

Premier, Admiral Aznar.

Foreign Minister, Count Romanones.

Minister for the Army, Gen. Berenguer.

Minister for the Navy, Admiral Rivera.

Minister for Labour, the Duke of Maura.

—*Reuter*.

SLAVE TRAFFIC.

NAVAL SLOOPS STATIONED IN THE RED SEA.

LEAGUE ACTION.

Rugby, Yesterday.

Asked if the Government had made further representations to Liberia on the recent League of Nations Commission's report on labour conditions, the Foreign Secretary, Mr. Arthur Henderson, said that they were not necessary.

The League Council had set up a Committee to examine how best to assist the Liberian Government in this matter. He was Chairman of the Committee, which was meeting in London on February 26.

In reply to another question regarding the shipping of slaves in the Red Sea, he said that two naval sloops were stationed there to prevent slave traffic from Africa to Arabia. Otherwise no steps had been taken recently, but the question was under consideration.

Mr. Henderson also said that he hoped shortly to make a statement on information on the subject of slavery, to be furnished to the League in accordance with the resolutions of the Eleventh Assembly.—*British Wireless Service*.

Hon. W. R. Clubb, Minister of Public Works for Manitoba, announces that contracts for 15,500 tons of coal at a cost of \$102,620 have been let by the Provincial Government and that only Western Canadian coal has been purchased.

This is the first time in the history of the province, he adds, that no foreign coal will be used.

WRECK OF FISHING JUNK.

Crew's Thrills in Two Sampan.

ONE PERSON DROWNED.

One life is believed to have been lost as the result of the wrecking of a local fishing junk in Chinese waters.

Information of the disaster reached Cheung Chau yesterday when some of the survivors reached there from Macao.

According to the junk master, Kwok Wo-shun (46), his vessel, which bore Hong Kong register number 1990, and was of about 1,800 piculs capacity, was wrecked about 11 p.m., on Saturday.

At that time the junk was anchored off Tam Kon Kau in Chinese territory, about 24 hours' sailing from Aberdeen. The crew, consisting of 16 men and four women, were engaged in fishing when disaster overtook them.

A strong wind arose suddenly, accompanied by rough seas and heavy rain. The junk was badly battered about, soon sprang a leak, and began to ship water rapidly. It capsized within a few minutes, but before this happened the crew succeeded in abandoning her and pushed off in two of the junk's small sampans.

Danger of Sinking. Their danger, however, was by no means passed as the sampans were helpless against the buffeting of the heavy sea and in constant danger of sinking under their loads. It was only by means of incessant bailing out of water that those on board were able to keep the frail little craft afloat.

To add to their anxiety the two sampans were separated and lost sight of each other, and those on board one boat naturally thought that the other had sunk.

When the storm subsided those on the boat with the master were surprised that they had weathered the gale. They were too exhausted to place their craft on any definite course and allowed it to drift about until another fishing junk passed and went to their assistance. This was at 7 a.m., on Sunday and by this time they were on the point of collapse when taken on board the rescuing junk.

This junk was bound for Macao and the rescued persons were taken there first and then back to Cheung Chau, the rescue junk's home port, arriving there yesterday afternoon.

A Happy Reunion.

On arrival at Cheung Chau there was a happy reunion between the occupants of both sampans, the majority of whom are relatives. It appears that those on board the other sampan were rescued by another craft after the storm and taken to Tai-O whence they made their way back to Cheung Chau on another vessel bound for that island.

When a call of the crew was taken, however, the sad discovery was made that a young feli of the wrecked junk was missing, and he is believed to have been drowned, though no one actually saw him fall into the sea.

The junk, which is a total loss, is valued at \$2,000 and to this amount has to be added another \$1,000 which represents the value of tackle, gear and crew's clothing which were lost with the junk.

The master of the lost junk was at the Harbour Office this morning where he supplemented the report which he had made to the Police on arrival at Cheung Chau.

SUICIDE IN CELL.

Suspected of having taken part in an armed robbery at 21, Sha Po Road, a Chinese, named Chung Leung-kee, was arrested on Chinese New Year's Day, and detained at the Kowloon City Police Station, while investigations were being proceeded with. He was locked up in a cell, and committed suicide yesterday by hanging. A blanket, which was provided as a coverlet, was torn in pieces, one of which the prisoner used.

He was immediately rushed to the Kowloon Hospital, but on arrival life was pronounced extinct.

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ROUND THE CINEMAS

WILLIAM HAINES AS A
COWBOY.

"WAY OUT WEST."

It's a far cry from the grim role of "Dead Legs" in "Kongo" to the part of a rollicking cowboy in a Western comedy. But this is the gamut of the varied career of Charles Middleton who created the character of the paralyzed villain in the stage hit.

Middleton has the role of Buck, cowhand foreman, in "Way Out West," William Haines' first appearance in a drama of the West, now showing in the Queen's Theatre.

It is a comedy romance of a circus grafter who joins a cattle outfit.

Leaving the stage to play the district attorney in "The Bellamy Trial," Middleton has since appeared in a number of pictures. In common with Haines, "Way Out West" is his first Western role. Incidentally, the picture is also the first comedy directed by Fred Niblo in seven years.

Leila Hyams, who was last seen opposite Haines in "The Girl Said No," again has the feminine lead. Others in the cast include Polly Moran as a screamingly funny cook; the inimitable Cliff Edwards, Francis X. Bushman, Jun., Vera Marsh, Jack Pennie, Buddy Roosevelt and Jay Wiley. The story is the joint work of Byron Morgan and Alfred Block with Joe Farnham contributing the humorous dialogue.

"THE BIG POND"

Maurice Chevalier, the big happiness boy from Paris, whose followers are legion, scored a knockout with audiences in the Central Theatre yesterday when he appeared in his third American-made picture, Paramount's, "The Big Pond," a comedy-drama with music.

There is something about this exuberant murrey of gay songs and witty dialogue that just lifts him miles above his fellow-stars of the films. No matter what the role he essays, he always gives it his best and lifts it up to the grandest heights of amusement value.

In "The Big Pond" the fascinating Maurice is seen and heard, of course, as a young Frenchman of poor but honourable family who is suddenly projected into American business. As a guide to a party of Americans in Venice, Maurice becomes enamoured of Claudette Colbert, daughter of an American chewing gum manufacturer. Her father and her rival, seeing Maurice as a fortune-hunting "foreigner," concoct a scheme to make him regret that he ever planned to visit the States. They offer him a job in the gum factory. Maurice accepts and shortly afterward finds himself doing the toughest tasks in the plant. But the plot to make his work disagreeable, and thus belittle him in the eyes of Claudette, goes away, for the plotters had not calculated on the ambition and genius of Maurice.

The luckless fellow, makes the best of his surroundings, and, by a happy twist of fate, rises from the ranks. He becomes a power in the factory and gains renown when he writes advertising lyrics, exploiting the gum, for a love song he used to sing in Paris. Of course he wins Claudette, by applying high-pressure business tactics to his romantic cause.

"You Brought a New Kind of Love to Me" is the hit song of the production. It is bound to become one of those tunes that everybody hears everybody else whistling. Maurice sings it several times, along with other melodies almost as catchy.

Claudette Colbert, heading the support, is exquisite. She is forging ahead rapidly in the field of screen favourites. Others who give splendid character portrayals are George Barbier, Frank Lyon, and Marion Ballou.

"THE GOLDEN CALF"

A highly successful song writer who cannot read a note of music. Strange as it seems, that's Jimmy Monaco, who, with Cliff Friend, wrote all the song hits in "The Golden Calf," spectacular Fox Movietone comedy with music, coming on Sunday to the Queen's Theatre.

Monaco was born with music in his soul. He started out to earn a living as a cartoonist, but he could not get his mind off music. He traded his drawing tools for a piano and began to turn out songs that were sung and hummed and whistled all over the world.

Some of his more famous songs are "Dirty Hands, Dirty Face," "Through," "Me and the Man in the Moon," "Me and the Boy Friend," "Roll, Roll, Roll," "You Know You Belong to Somebody Else," and many others.

For "The Golden Calf," he and friend wrote "You Gotta Be a Merman," "Mambo, Mambo," "Can I Help It If I'm in Love With You," "Telling the World About You,"

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.V. on a wavelength of 855 metres:—

5-8 p.m.—European Programme of Victor Records.

5-5.41 p.m.—Variety.
Silver Moon.

Paul Whiteman and His Orchestra (20505).

Humorous Song—
I'm Only Making Believe,
Welcome Lewis (22126).

Song—
The Little Old Log Cabin
in the Lane,
Reinhold Werrenrath (1169).

Piano Solo—
I've Got a Feeling I'm Fallin',
Love Me or Leave Me,
Thomas Waller (22092).

Dialogue—
The Trick Boys,
Marshall Cole (22305).

Male Quartet—
Maggie Murphy's Home,
Shannon Quartet (20128).

Song—
How am I to Know,
Gene Austin, Tenor (22128).

Chorus—
Honey,
Do You Call That Religion,
Triton Institute Jubilee Singers (20506).

5.41-6.15 p.m.—Orchestra.
Carnival Overture (Dvorak),
Chicago Symphony Orchestra (6580).

Three Shades of Blue Suite
(Ferdie Grofé),
Paul Whiteman & His Concert Orchestra (35952).

An American in Paris
(George Gershwin),
Victor Symphony Orchestra (35953-4).

6.15-7 p.m.—Children's Programme from the Studio.

7 p.m.—Stock Quotations.

7.45 p.m.—Professor R. K. M. Simpson, M.C., M.A., will give the Second of a Series of Talks on Shakespeare.

7.45-8 p.m.—Concert Items.
Song—
Little Grey Home in the West,
(Wm. & John),
Mary Lewis, Soprano (1140).

Violin Solo—
Oriental Romance
(Rimsky & Korsakow),
Fritz Kreisler (1209).

Song—
At Dawning (Eberhart & Cadman),
John McCormack, Tenor (742).

Piano Solo—
Rustle of Spring (Sinding),
Hans Barth (20121).

8-10.30 p.m.—Chinese Studio Concert.

9 p.m.—Weather Report, Local Time, etc.

10.30 p.m.—Close Down.

GUESTS OF REPULSE BAY HOTEL.

February 16, 1931.
Mrs. and Miss Adair, Dr. M. E. Asger.

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GENERAL NOTICES

NOTICE.

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If any one attempts to contract for me or to pledge my credit, reference should be made at once to my Solicitors, Messrs. Wilkinson & Grist, or to me if I am in port. Dated this 16th day of February, 1931.

A. C. INGLIS.

SPORT NOTICES

THE HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING 1931.

February 28, March 2, 3, 4, and 7, 1931.

ON SATURDAY, February 28, the first race will be run at 1.30 p.m., and on all other days at 11.30 a.m. On the first day the first ball will be rung at 1 p.m. and on the other four days at 11 a.m.

MEMBERS' BADGES & ENCLOSURE.

Members are reminded that they and their ladies must wear their badges prominently displayed. No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$10 per day including tax—or \$40 including tax for the Meeting (ladies \$5 and \$20, respectively), are obtainable through the Secretary upon introduction by a Member, such Member to be responsible for all chits, &c.

Badges admitting to Members' Enclosure will NOT be on sale at the Race Club.

On no pretext will children be permitted in either enclosure during the first four days of the Meeting.

PUBLIC ENCLOSURE.

The price of admission to the Public Enclosure is \$4 per day including tax for all persons, including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted to the Public Enclosure at \$1 per day, including tax. Bookmakers, Tic Tac men, &c., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

SERVANTS' PASSES.

Passes for Servants will be issued on application to Messrs. Linstead & Davis, Alexandra Buildings.

Employers are requested to distribute them with discrimination and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.

Any persons found loitering with Servants' Passes in their possession will forfeit the same and will be removed from the enclosure.

By Order,

C. B. BROWN,

Secretary.

Hong Kong, February 11, 1931.

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SEATTLE, VICTORIA via Shanghai & Japan Ports.	Thursday, 26th March.
HEIAN MARU	Thursday, 26th March.
HIYE MARU	Thursday, 26th March.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 21st February.
YASUKUNI MARU	Saturday, 7th March.
HAKONE MARU	Thursday, 19th February.
SYDNEY & MELBOURNE via Manila & Port.	Thursday, 26th March.
KITANO MARU	Friday, 27th February.
ATSUTA MARU	Wednesday, 11th March.
BOMBAY via Singapore, Penang, & Colombo.	Friday, 27th February.
† TOKIWA MARU	Wednesday, 11th March.
KAGA MARU	Thursday, 5th March.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Wednesday, 25th February.
HEIYO MARU	Thursday, 5th March.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Port.	Wednesday, 25th February.
KAWACHI MARU	Thursday, 5th March.
NEW YORK, BOSTON via Panama.	Sunday, 1st March.
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LIVERPOOL via Port Said, Stambul (Constantinople), Genoa.	Sunday, 1st March.
† LYONS MARU (calls Saigon)	Sunday, 1st March.
CALCUTTA via Singapore, Penang & Rangoon.	Sunday, 1st March.
† CALCUTTA MARU	Sunday, 1st March.
† PENANG MARU	Sunday, 1st March.
SHANGHAI, KOBE & YOKOHAMA.	Thursday, 19th February.
† LIMA MARU	Thursday, 19th February.
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KARACHI & BOMBAY via Singapore & Colombo	Honolulu Maru	Fri., 20th Feb.
DURBAN, LOURENCO MARQUES, BEIRA, DAR- ES-SALAAM, ZANZIBAR & MOMBASA via Singa- pore & Colombo	Panama Maru	Tues., 3rd Mar.
MELBOURNE via Manila, Brisbane & Sydney.	Sydney Maru	Fri., 6th Mar.
CALCUTTA via Singapore & Rangoon.	Celebes Maru	Thurs., 19th Feb.
VICTORIA, SEATTLE, YACOMA & VANCOUVER via Japan Ports.	Arabia Maru (from Shanghai)	Sat., 21st Feb.
NEW YORK via Japan ports, Los Angeles & Panama.	Hokuroku Maru	Thurs., 19th Mar.
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TAKAO via Swatow & Amoy (Fortnightly).	Canton Maru	Sun., 1st Mar.
	Deli Maru	Thurs., 26th Feb.

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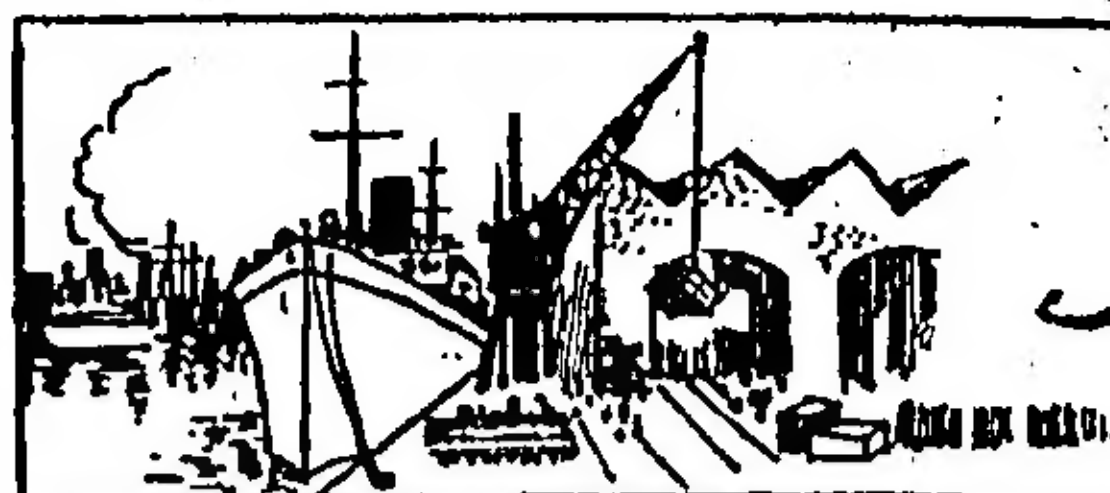
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Shipping Intelligence.

GLENAPP IN COLLISION.

Extraordinary Incident at Shanghai.

An unusual shipping accident occurred at Shanghai when the Glenapp and the New York collided in the Astraea Channel. Damage to the extent of Tls. 100,000 was done, the latter ship suffering most.

Inward bound with a general cargo, the Glenapp, of the Glen Line, was coming up the Astraea Channel at 1.30 p.m., following the Rowena, which is under charter to the Kailan Mining Administration. The Glenapp apparently was overtaking the Rowena and had almost succeeded in doing so when the New York, outward bound with a cargo of timber, approached.

The Glenapp immediately altered course to starboard which made it necessary for the Rowena, between the Glenapp and the west bank of the river, to turn towards the bank. The Rowena could not avoid the Astraea Channel No. 4 buoy, and hit it, damaging it badly.

For some reason or other the New York came towards the Glenapp, instead of away from it, and within a few seconds the ships had come into collision, but not before the Glenapp had turned slightly.

New York Damaged Badly.

The New York suffered badly through the impact. There was a big gap in the side, part of the deck was stove in, and the fore-cabin immediately commenced to flood, so that the ship was very soon down by the bow. The cargo of wood was exposed to view by the crack in the side.

The Glenapp suffered very much less, as the ship had gone bow on into the New York. The top rows of plates on the starboard bow were buckled, there being a large gap between the first and second rows, while the stem suffered slightly. The accident rendered it impossible to work either bow anchor, so the ship on coming into harbour proceeded right up to the Dollar Wharf before swinging, followed by tugs who had seen the signal indicating the ship was not fully under control.

Later. The damage to the New York now appears to be greater than originally reported, and at the present rates of exchange will probably cost over Tls. 200,000 to repair. The ship is now discharging cargo prior to going into dock.

[The Glenapp was due in Singapore on February 18.]

NEW FRENCH LINER.

MACHINERY TO DEVELOP OVER 150,000 S.H.P.

Rumour has been very busy during the last few weeks regarding a new Atlantic "flier" for the Compagnie Generale Transatlantique, to be built by the Penhoet yard at St. Nazaire. Considerable secrecy has been observed, but it is understood that preliminaries are now arranged, and that construction has commenced.

When the Ile de France was built at the same yard in 1927 she was the largest ship built since the war in any country, being 758ft. long by 91ft. 9in. beam, and 40,400 tons displacement. Her four screws, driven by steam turbines at 236 revolutions per minute, give her a speed of 24 knots. She has twenty Prudhon-Capus boilers (a kind of combination of the Scotch and water-tube types) burning oil under forced draught.

Electric Transmission? It is understood that the new vessel, which still awaits a name, will have a service speed exceeding 30 knots, and that her machinery is to develop over 150,000 shaft horsepower, distributed over four screws. As in her prototype, the direct drive is favoured, as everything is being subordinated to passenger comfort, and quietude is a sine qua non.

From a weight point of view, high-pressure water-tube boilers are a foregone conclusion, and there is now, of course, ample experience of this type to draw upon. Further particulars will be awaited with keen interest, in view of the progress being made with the new Cunarder, for which it is understood, many of the details of design are well advanced towards settlement.

SHIP'S BACK BROKEN GOES AGROUND OFF DUNGENESS IN FOG.

In an impenetrable blanket of fog, which blacked out the flashes of the lighthouse in Dungeness and prevented the captain from hearing any warning signals, the Nurtureton, a British steamer of 6,500 tons, bound from the Tyne with a cargo of coal, went aground early off Dungeness. She may become a total wreck. There is a gaping crack across her deck.

She was built in 1929 by Messrs. Short Brothers, of Sunderland, for Messrs. R. Chapman and Son, of Newcastle.

Two tugs from Dover are standing by, but it is too dangerous to make any attempt at present to drag the steamer off. Wireless messages were sent out soon after one o'clock but it was not until about 5.30 that this little fishing village on the marshes was awakened by the shrill call of a siren.

The crew on the Nurtureton numbered about 40, and were then still on board the vessel.

Telephone messages were sent to the owners, and by noon the agents had arrived at Dungeness, and were taken out to the steamer. They held a conference with the captain, one of the senior skippers of the line, who has had 37 years at sea.

The Nurtureton is lying about half a mile out in the bay.

The currents will be to blame if this ship—which is probably worth more than £100,000—becomes a total wreck.

In addition to the gap in the decks, the vessel is buckled on both sides, and the holds are flooded.

"It is impossible to make any attempt to remove the steamer as she is," an official said. "She will have to be lightened." "The cargo, of 11,000 tons of coal will have to be taken off, presumably in lighters and barges, and then it remains to be seen what can be done.

"It may be possible to repair the ship as she stands, or perhaps the owners will decide to cut her in two and rebuild."

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—

Bridgewater—South wall.
Bruce—N. 8 buoy.
Cumberland—West wall dock.
Herald—South wall.
Hermes—No. 1 buoy.
Iroquois—North wall.
Kent—North arm.
Marazion—No. 18 buoy.
Medway—No. 2 buoy.
Olin—No. 2 buoy.
Oswald—In dock.
Ous—No. 2 buoy.
Petersfield—North wall.
Sandwich—South wall.
Sepoy—No. 11 buoy.
Seraph—No. 12 buoy.
Seraph—No. 7 buoy.
Sterling—In dock.
Stormcloud—No. 11 buoy.
Suffolk—No. 6 buoy.
Tamar—Basin.

Foreign Man-of-War.
Argus—French gunboat.

STEAMERS' MOVEMENTS.

The C.P.S. R.M.S. Empress of Russia arrived at Yokohama on February 16 (Mon.) at 9 a.m., left Yokohama on February 16 (Mon.) at 5 p.m., and is due at Hong Kong on February 23 (Mon.), a.m. She leaves Hong Kong for Manila on February 23 (Mon.) at 5 p.m.

The C.P.S. R.M.S. Empress of Australia (R/W Cryse) arrived at Keelung on February 19 (Thurs.) at 6 a.m., leaves Keelung on February 19 (Thurs.) at 6 p.m., and is due at Woonung on February 21 (Sat.) at 7 a.m. She leaves Woonung on February 21 (Sat.) at 11 p.m.

The C.P.S. R.M.S. Empress of Russia arrived at Kobe on February 17 (Tues.) at 3 p.m., left Kobe on February 18 (Wed.) at 6 a.m., and is due at Nagasaki on February 19 (Thurs.) at 5 a.m. She leaves Nagasaki on February 19 (Thurs.) at 1 p.m.

The P. & O. S.S. Somali left Singapore for this port on February 17 at 9 a.m., and is due here on February 21 at about 8 p.m.

CONSIGNEES' NOTICE.

Consignees of Cargo, ex S.S. Oregon Star, are reminded to take delivery of their goods, which will be subject to rent after February 21.

MERCHANT NAVY IN INDIA.

Admission of Indian Cadets.

London, Jan. 26. An allusion to the fact that several Indian cadets trained on H.M.S. Dufferin have joined British ships is contained in the annual report of the Officers of the Merchant Navy Federation.

It says that the merchant navy in India is on the threshold of a development similar to that of many years ago in the Indian Civil Service, and medical, legal and engineering professions.

It expresses the opinion that if these young educated Indians have an aptitude for a sea career (which remains to be seen) and if the conditions and rewards of a sea career are sufficiently great to retain them (which many doubt) then no amount of opposition will prevent their entry into the technical side of the shipping industry in India.

If the new movement was towards the achievement of a genuine want it would succeed in spite of opposition, but if it was merely the result of political propaganda it would die a natural death.

ARRIVALS OF SHIPS.

Monday, February 16
Chastine Maerek, Danish str., 3,199 tons, Capt. L. O. Baerentzen, from Shanghai, buoy No. A18. —Jensen & Co.

Saarland, German str., 4,076 tons, Capt. H. Jelfer, from Singapore, Kowloon Wharf.—Jensen & Co.

Susana II., Chinese str., 2,440 tons, Capt. N. Riez, from Amoy, Kowloon Dock.—Master.

Tuesday, February 17.
Athos II., French str., 8,947 tons, Capt. Le Flakce, from Saigon, buoy No. A2.—M.M.

Cheongshing, British str., 1,256 tons, Capt. D. Burleigh, from Weihaiwei, buoy No. B2.—J. M. & Co.

Hsin Chang, Chinese str., 1,258 tons, Capt. J. S. Soden, from Canton, C.M.S.N. Wharf.—C.S.M.N. & Co.

Invincible, American str., 4,829 tons, Capt. F. Ulfstad, from Tsingtau, Laichikok Anchorage.—L. Everett Inc.

Kamo, British str., 725 tons, Capt. W. Beer, from Hongkong, Yau-mat Anchorage.—Williamson & Co.

Nanchang, British str., 1,493 tons, Capt. R. Allison, from Wuhu, buoy No. B20.—B. & S.

Oregon Star, British str., 3,531 tons, Capt. C. Lennark, from Singapore, Kowloon Wharf.—Dodwell & Co.

Portosh, French str., 7,530 tons, Capt. Filippi, from Shanghai, Kowloon Wharf.—M.M.

Prosper, Norwegian str., 1,377 tons, Capt. E. D. Knutsen, from Singapore, buoy No. B17.—K. Larsen & Co.

Yingchow, British str., 1,216 tons, Capt. W. G. McKenzie, from Saigon, buoy No. B15.—B. & S.

Tjikarang, Dutch str., 9,005 tons, Capt. P. Hopman, from Tg. Pandang, buoy No. A8.—J.C.J.L.

Wednesday, February 18.
Celebes Maru, Japanese str., 4,258 tons, Capt. J. Ito, from Sakai, buoy No. A9.—O.S.K.

Dorry, German str., 878 tons, Capt. J. Bruhn, from Sama Port, Yau-mat Anchorage.—Chau Yue Teng.

Hozan Maru, Japanese str., 1,383 tons, Capt. H. Oyama, from Swatow, O.S.K. Wharf.—O.S.K.

Kitano Maru, Japanese str., 4,926 tons, Capt. B. Matsukura, from Nagasaki, buoy No. A4.—N.Y.K.

Mao Lee Chinese str., 1,209 tons, Capt. Y. Watanabe, from Swatow, Kowloon Anchorage.—Yee Tai Hong.

Milan Maru, Japanese str., 3,409 tons, Capt. J. S. Tsujii, from Milke, buoy No. A18.—Y.K.K.

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N E E V O L E N O N
I N T H E R E D S

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC
12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN
TO CANADA AND U.S.A.

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
	Leave	Leave	Leave	Leave	Arrive
Empress of Canada	Mar. 5	Mar. 9	Mar. 11	Mar. 12	Mar. 21
Empress of Russia*	Mar. 18	Mar. 21	Mar. 24	Mar. 28	Apr. 1
Empress of Japan	Apr. 1	Apr. 4	Apr. 7	Apr. 9	Apr. 17
Empress of Asia*	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
Empress of Canada†	Apr. 25	Apr. 28	Apr. 30	May 2	May 14
Empress of Russia*	May 8	May 11	May 14	May 16	May 25
Empress of Japan†	May 23	May 26	May 28	May 30	June 10
Empress of Asia*	June 5	June 8	June 11	June 13	June 22
Empress of Canada	June 20	June 23	June 25	June 27	July 8
Empress of Russia*	July 3	July 6	July 9	July 11	July 20
Empress of Japan	July 18	July 21	July 23	July 25	Aug. 5
Empress of Asia*	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	Aug. 30
Empress of Russia*	Aug. 28	Aug. 31	Sept. 3	Sept. 5	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27

* (Call at Nagasaki the day after departure from Shanghai)
† Calls at Honolulu on June 5. † Calls at Honolulu on May 8.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.
TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons.	From Hong Kong About	Destination.
1931.			
MALWA	10,980	28th Feb.	Marseilles & London.
*ALIPORE	5,273	3rd Mar.	Straits, Colombo & Bombay.
*KHIVA	9,135	7th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KHIVBER	9,114	14th Mar.	Mars., L'don, Hull, R'dam & A'werp.
*SOMALI	9,114	21st Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	16,919	28th Mar.	Marseilles & London.
*KARMALA	9,128	11th Apr.	Mars., L'don, Hull, R'dam & A'werp.
RAJPUTANA	16,968	18th Apr.	Marseilles & London.
*SUDAN	—	2nd May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,114	9th May	Mars., L'don, Hull, R'dam & A'werp.
COMORIN	15,132	23rd May	Bombay, Marseilles & London.
*KASHMIR	9,885	6th June	Mars., L'don, Hull, R'dam & A'werp.
RANPURA	16,901	20th June	Bombay, Marseilles & London.
*KASHGAR	9,005	4th July	Mars., L'don, Hull, R'dam & A'werp.
RAWALPINDI	16,919	18th July	Bombay, Marseilles & London.
*KHIVBER	9,114	1st Aug.	M'selles, L'don, R'dam & A'werp.
RAJPUTANA	16,968	15th Aug.	Bombay, Marseilles & London.
*KARMALA	9,128	29th Aug.	Marseilles & London.
CATHAY	15,121	12th Sept.	Bombay, Marseilles & London.
*KALYAN	9,114	26th Sept.	Marseilles & London.

*Cargo only. †Calls Casablanca.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the
Khalid Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKADA	6,949	27th Feb.	Singapore, Penang & Calcutta.
TILAWA	10,008	21st Mar.	Singapore, Penang & Calcutta.
SANTHIA	7,754	2nd Apr.	Singapore, Penang & Calcutta.
TAKADA	10,000	12th Apr.	Singapore, Penang & Calcutta.
TAKADA	6,949	2nd May	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,950	28th Feb.	Manila, Rabaul, Brisbane, Sydney
ST. ALBANS	4,500	1st Apr.	& Melbourne.
NELLORE	6,953	1st May	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*SOMALI	—	22nd Feb.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,008	27th Feb.	Amoy, Shanghai, Moji, Kobe & Osaka.
RAWALPINDI	16,919	28th Feb.	Shanghai, Kobe & Yokohama.
*KASHMIR	9,885	6th Mar.	Shanghai, Moji, Kobe, Osaka & Y'hama.
ST. ALBANS	4,500	8th Mar.	Shanghai, Moji, Kobe, Osaka & Y'hama.
SANTHIA	7,754	11th Mar.	Shanghai, Moji, Kobe, Osaka & Y'hama.
KARMALA	9,128	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
*SUDAN	—	19th Mar.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	24th Mar.	Amoy, Moji, Kobe & Osaka.
RAJPUTANA	16,968	27th Mar.	Shanghai, Kobe & Yokohama.
NELLORE	6,953	3rd Apr.	Shanghai, Moji, Kobe, Osaka & Y'hama.
TAKADA	6,949	10th Apr.	Amoy, Shanghai, Moji, Kobe & Osaka.
KALYAN	9,114	10th Apr.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	24th Apr.	Amoy, Moji, Kobe & Osaka.
COMORIN	15,132	24th Apr.	Shanghai, Kobe & Yokohama.
KASHMIR	9,885	8th May	Shanghai, Moji, Kobe, Osaka & Y'hama.
TANDA	6,950	8th May	Shanghai, Moji, Kobe & Osaka.
TALAMBA	8,018	12th May	Amoy, Moji, Kobe & Osaka.
RANPURA	16,901	22nd May	Shanghai, Kobe & Yokohama.
KASHGAR	9,005	3rd June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	5th June	Shanghai, Moji, Kobe, Osaka & Y'hama.
RAWALPINDI	16,919	19th June	Shanghai, Kobe & Yokohama.
KHIVBER	9,114	3rd July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	6,953	6th July	Shanghai, Moji, Kobe, Osaka & Y'hama.
RAJPUTANA	16,968	17th July	Shanghai, Kobe & Yokohama.
KARMALA	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.
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Shipyard: Shek-shui-kei, Kowloon, Hong Kong. Kowloon Tel. 57409.
Estimates furnished on application.
Hong Kong, April 1, 1931.

SEQUEL TO COLLISION OFF SINGAPORE.

Repairs to Be Made in
Sourabaya.

An extraordinary development
has followed the collision off
Singapore in the early hours of
January 15 which resulted in seri-
ous damage to the s.s. Silvermaple,
says the Straits Times.

It was reported at the time that
the Silvermaple, a steel-screw
motor-vessel of 5,302 tons gross
with a length of about 426 feet, a
beam of 58 feet and a depth of 28
feet, built in 1927, ran head-on into
the hull of Arratoon Apcar in the
quarantine anchorage. Neither
vessel was in danger of sinking but
the damage was severe.

British £3,500, Dutch £1,800.
Subsequently, a survey was held
and tenders for the contract for
repairs were put in. The Singa-
pore Harbour Board tendered in re-
spect of the Silvermaple and the
owners, the Silver Line, Limited, of
London, called to the Droogdok
Maatschappij Soerabaya, a private
Dutch firm, inviting them to send a
representative to Singapore to in-
spect the damage so that the com-
pany might tender. The Dutch
agent arrived by air on January 20,
the following day examined the
work to be done and gave his
estimate of the cost of the repairs.
The two tenders were forwarded to
London by Lloyd's agent at Singa-
pore. A third tender was received
from Tanjung Priok, but this was
too late for consideration. The
amounts of the rival tenders were
not made known to either party
until news was received from Lon-
don instructing acceptance of the
Dutch offer.

It now transpires that the Singa-
pore Harbour Board tender was
£3,500 and that of the Droogdok
Maatschappij Soerabaya £1,800.
An extraordinary difference.
Naturally the Silvermaple has
gone to Sourabaya, although it was
found necessary to tilt her by
weighting the stern to avoid any
possibility of danger through leak-
age through a hole in the bows.

On inquiry at the Harbour Board
the figures quoted in this report
were not disputed, but it was pointed
out that the Javanese labour
available to the Dutch firm was
much cheaper than the Chinese
labour employed in Singapore.
Furthermore, the Singapore Har-
bour Board is closely tied in such
matters.

This is not the place for expres-
sions of opinion, but it may be per-
missible to suggest, particularly
in view of the conditions prevailing
locally, that a more detailed ex-
planation of the extraordinary
difference between the two tenders
would be very welcome.

NEW SOMALI.

HAIN LINE ADOPTING FORMER
P. & O. NAMES.

Indication of the close connection
between the Hain Line and the
P. & O., whose cargo services it
is now covering, is shown by the
nomenclature of the new ships of
the fleet.

The old Cornish names beginning
with Tre seem to have been aban-
doned entirely, and traditional
P. and O. names are now being
given to the fast cargo ships of the
combination. The latest is the
Somali, which has just been launched
by Harland and Wolff's Govan
yard as an improvement on the B
type, a fast cargo ship with Bauer
Wach machinery, and gross tonnage
of about 6,800 tons.

The previous Somali was, of
course, a very well-known passenger
ship on the P. and O. service, one
of the S type, built in 1901, a 14-
knot ship of rather less than 7,000
tons, designed to carry both pas-
sengers and cargo on the various
services. For her size and speed
she was a particularly useful and
popular vessel, and was one of the
ships which the P. & O. Line em-
ployed regularly on their troop-
ing to India before the War, a service on
which she was put directly war
broke out.

She did very useful work bring-
ing the regular troops home from
India and taking troops out to the
Dardanelles. While she was out
there in 1915, she was converted
into a hospital ship, and after do-
ing that work for some time was

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(Australian Newspapers on 5/6)

STEAMER	One Hong Kong	Leave Hong Kong	Leave Manila	Leave Sydney
TAIPING	May 15	May 15	May 22	May 29
CHANGTE	May 17	May 17	May 24	May 31
TAIPING	May 19	May 19	May 26	June 2
CHANGTE	May 21	May 21	May 28	June 4

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returned to the company to main-
tain its skeleton services, when so
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up as auxiliary cruisers and troop-
ers.

At the end of the War she was
trooping again, taking Americans
out to Archangel, and, incidentally,
nearly being destroyed by incendi-
ary bombs. After another spell
of service on the Eastern run she
was employed, trooping in the 1922-
23 season, then laid up in the West
Country, and towards the end of
1923 sold to be broken up in Den-
mark.

HIGH SEAS DRAMA. CREW HOLD FAST TO BURNING SHIP.

New York, Jan. 26.
Glowing tributes to the bravery
of the crew of the British steam-
er, the Queen Moor, when fire
broke out on that ship, were paid
by the crew of the American
cargo steamer, the Jeff Davis,
which has returned here.

They declare that the Queen
Moor's engineer and firemen
tended the engines till the bulk-
heads became so hot that their
hair was singed and they were
forced to go on deck.

Although the Jeff Davis was
standing by, the crew of the
Queen Moor continued their
efforts, going without food for
twenty-four hours.

At length the ship was aban-
doned and the Queen Moor's crew
came on board the Jeff Davis.

One Cockney called for three
cheers for the Yanks. At Aden
a tug was sighted and the Queen
Moor's crew were transferred to
the tug which towed their ship
to Aden.

PASSENGER LISTS.

ARRIVALS.
Per s.s. Atsuta Maru from Aus-
tralia and ports on February 15:—
Hon. Harry W. Newlands, Mrs.
Olive Vaughan, Capt. Frank
Tasman Fisher, Mr. Josef Man-
dison, Mr. Stephen Pavlitz, Mr.
Harold Standring, Mrs. Mary Gen-
charoff, Mr. Auguster Alexander
Borgeest, Mr. G. Labrador, Miss
Rafaela Cuizon, Miss M. Cuizon,
Miss Madeline Cuizon, Mr. Kan
Maejima, Mr. Jose Pislagn, Mr. C.
Resurrection, Mrs. Josephine Re-
surrection, Mrs. M. Vergara,
Mr. M. Vigneron, Mr. C. Aricaga,
Mr. A. Castro, Mr. M. Gonzales, Mr.
M. Garcia, Mr. M. Lopez, Mrs. L.
Lopez, Mr. Tirso P. Medrano, Mr.
Leon Mata, Mr. Protacio Sawi, Mr.
Gabino Sawi, Mr. J. Sawi, Mr. F. E.
Turina, Mr. F. Valdez, Mr. D. F.
Cruz, Mr. Santos, Mr. Augustin,
Mr. Eugene Enry, Mr. V. L. Kirka-
patrick, Mr. James N. Crouse.

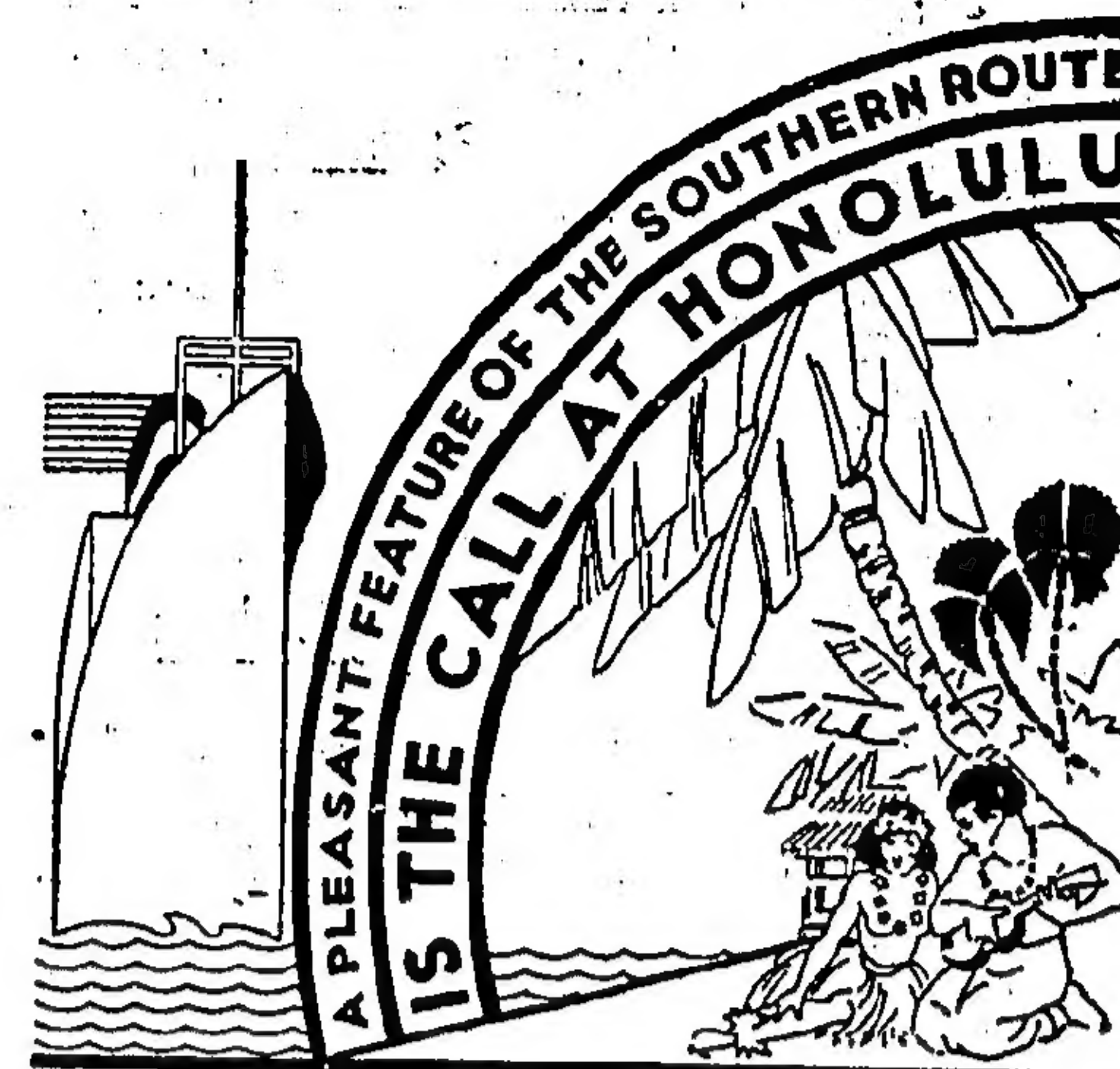
Per s.s. Taiyo Maru from San
Francisco on February 15:—
Mr. Shigetaka Abe, Mr. G.
Narainda, Mr. Shigeru Daito, Mr.
Shichiro Tani, Mr. Jyuzo Ito, Mr.
Hisanori Nishio, Mrs. Ayako
Nishio, Mr. J. M. de Rocha, Mr.
T. L. Knight, Mr. Vincente Parra-
tan.

Per s.s. Helan Maru from Seat-
tle on February 14:—
Mr. Oliver E. Fox, Mrs. Lucia
Fox, Mrs. E. H. Kerr, Miss E. M.
Sutherland, Mrs. O. Schroll, Miss
M. B. Caldwell, Miss H. Wilson,
Mrs. L. de M. Matt.

DEPARTURES.

Per s.s. Changte on February
16:—
Mr. E. N. Cathels, Mrs. Glenister,
Mr. T. E. Greenwood, Mrs. Hay-
good, Mrs. O'Kane, Mr. James
Lamond, Mr. Charles Murray, Mr.
Thos. J. Milden, Mr. Boyd Sam-
son, Mr. A. V. Arbusoff, Mr. and
Mrs. O. E. Fox.

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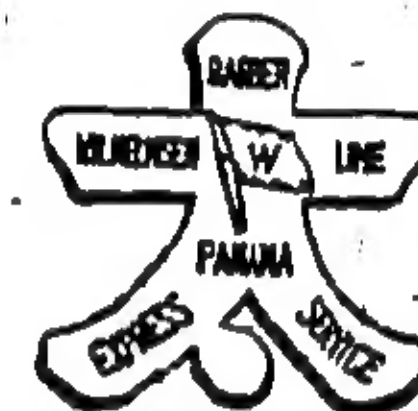
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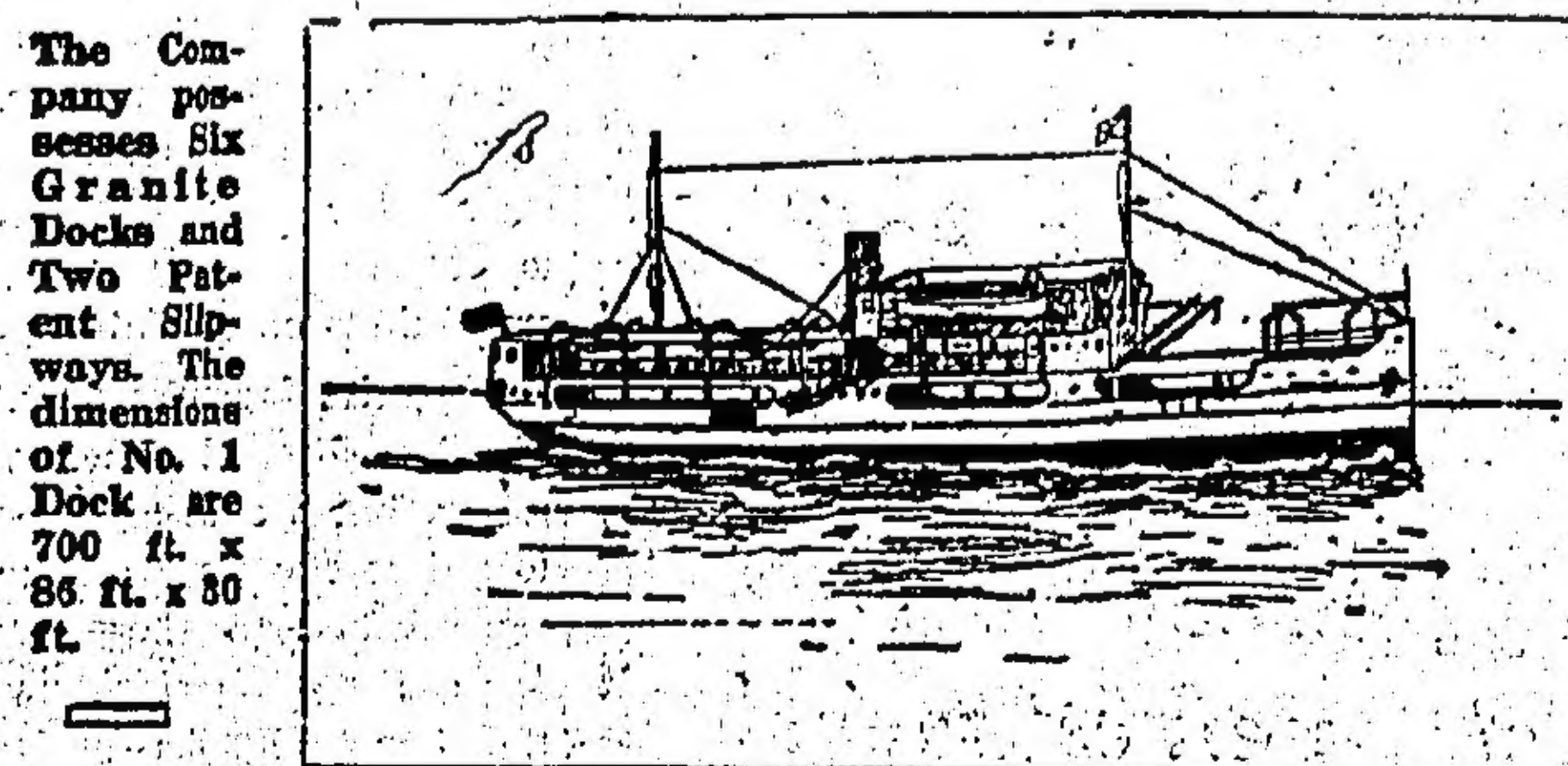
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tances should be made payable.

London Offices:—S. H. Bywaters
& Co., Ltd., 7, Garrick Street,
London, W.C.2.

Hong Kong, Thursday, Feb. 19, 1931.

UNPREPARED?

When Rudyard Kipling, writing of this Colony many years ago, abjured our defenders to "guard the open land," he was showing himself to be an acutely perceptive strategist. He was not, as so many of us are, beguiled by a sense of false security that this island was impregnable. Like the keen observer that he is, he realised at once that Hong Kong could be reduced to smouldering fragments within a few hours.

With the exception, perhaps, of Gibraltar, the Peninsula of Kowloon occupies a unique place in the political geography of the British Empire. Because of the intimacy it enjoys with Hong Kong, it is the more likely to betray it; its flat, plain-like expanse, backed by hills which overshadow the whole Colony, is a potential danger to our security. The very place to be guarded, it is as open to invasion and bombardment as are the plains of Waterloo.

Alarmist doctrines are not part of the editorial policy of this paper, but we deem it our duty to notice the signs of the times, and according to these we are led to predict that at some future time, possibly during our own lifetimes, the fate of our Colony, as well, perhaps, as that of other parts of the Empire, may hang by a very slender thread.

Nature placed Hong Kong in an ideal position from the point of view of navigation and commerce. The "Canton" has made her the centre of enterprise and trade in the Far East.

Now that our privileges of occupying Wei-hai-wei have been withdrawn, Hong Kong is also excellently situated as a reserve base for the Far Eastern wing of the Fleet, lying as it does at the apex of a triangle of which Singapore, Borneo, and Port Darwin are the points of the base line. Singapore is usually regarded as the arm of our sea power in the East, as the seat of operations for the defence of Australia, but Hong Kong, so long overlooked and neglected from any other point of view but that of her value as a commercial port, and the venue of tourists, was made by Nature to guard the narrow expanse of the China Sea, thus being able by virtue of her unique situation to protect the east coast of Malaya and our valuable oil reserves in British North Borneo.

On the other hand, Hong Kong at the present moment is more easily open to attack than almost any of our Far Eastern possessions; not from the sea, for the manoeuvres of 1929 showed how difficult it would be for a landing to be made on our shores with any permanent success. The danger lies from the mainland and from the unguarded hills behind, from which Hong Kong could be bombarded without respite, making as she does, by day and by night, an easily accessible and always visible target. Behind the hills not only lies an efficient railway system, but a vast area of land not entirely inaccessible to modern methods of transport.

Whatever attitude China should adopt in a future conflict in the Far East, the present strength of her armies could do little or nothing to resist a wholesale invasion of Kwangtung by a superior Power which had as its object, not the conquest of China, but the destruction of Hong Kong as a dangerous base of British naval operations. Any artillery expert will agree with the contention that the Kowloon hills provide an excellent position from which to shell the city below and Hong Kong itself, an attack against which the heaviest guns of our battle cruisers, or long-range artillery emplaced on the Peak, could do little before the essential damage was done.

By the grace of God there may never be another war in which we are involved, and the Colony may thus never find itself in such an unenviable position, yet in the days when defence is still a national necessity, it is the simplest form of wisdom to guard what we pos-

sess and strengthen our weakest points.

It is unlikely that, at a time when the Labour Government at Home is fighting for its life, and so soon after the postponement of the Singapore naval dock scheme, any attention whatever would be paid by the Ministry of War to such a matter as the defence of Hong Kong. But it must be admitted that our assertions and forebodings contain an element of truth, and no harm could be done were the question to be reviewed by the local military authorities in conjunction with the local Government.

News in Brief.

The lowest open air temperature yesterday was 55 degrees. The humidity was 67.

Twenty-three Chinese pleaded guilty to gambling at 225, Reclamation Street, and were fined \$3 each at the Kowloon Magistracy to-day. Two members of the "school" who failed to put in an appearance had their bail of \$3 each estreated. Chan Hung, who admitted running the house, was fined \$75.

A Chinese student aged 11 years, living at 25 Tung Tau Village, Kowloon City, was yesterday taken to the Kowloon Hospital, after he had been bitten in the left leg by a dog, which attacked him whilst he was walking in the village. The student, Leung, is undergoing treatment in the hospital.

Whilst riding a push bicycle at the junction of Prince Edward Road and Nathan Road, a Chinese man, whose name and address are unknown, was knocked down by a "bus" belonging to the Kowloon Motor Bus Company, Ltd. He was removed to the Kowloon Hospital in an unconscious and serious condition.

The Chief and Petty Officers of H.M.S. Cumberland held a dance in the R.E. Theatre last night, a good number of people being present, including Captain Potter, R.N. P.O. Dempster discharged the duties of M.C. and an orchestra from the Cumberland supplied the music. Another of these popular dances will be held in the R.E. Theatre in about a fortnight's time.

If weather conditions, which have been unfavourable for some days, improve to-day, Mr. G. W. Brophy, the American pilot of the "Waco" Co., may undertake the 600 miles flight to Manila in his "Waco" Model "F" biplane, in which he flew to Hong Kong from Macao on Sunday after having obtained permission to hop off for Manila from Kai Tak. Low cloud banks and negligible visibility, however, have so far prevented him making the flight.

ROAD TRANSPORT SERVICES.

Superfluous Railway Lines
Closing.

The effect of the development of road transport services on the railways is shown in the announcements by various companies that the first week of the new year will see the closing of forty-five stations and over 100 miles of railway lines in different parts of the country because they have become superfluous. These lines are branch or connecting lines which have long since ceased to be profitable. One of the most interesting is the hundred-year-old nine miles Canterbury-Whitstable line which used to bring seaborne coal as well as passengers from Whitstable harbour to the Cathedral city. Two buses are co-operating with the Southern Railway and now run vehicles on this route. Motor services will also replace other unremunerative railway lines closing elsewhere.

SIR JOHN SIMON'S SON.

Father's Request To Photographers.

London, Dec. 22.
Mr. John Gilbert Simon, son of Sir John Simon, was married at a Kensington register office to Miss Kennedy ("Jimmie") Hunt. The bridegroom, with two friends, arrived quarter of an hour before the bride, who came, in a motor car, with Sir John and Lady Simon. Before the bride and Lady Simon alighted, Sir John jumped out, approached the waiting photographers and asked them not to take photographs until after the ceremony, saying, "I always keep a bargain myself, and I promise you I will get them to pose for you as much as you like after the ceremony." Nobody else was present at the ceremony. There was a reception later at the bridegroom's house.

ALL VILLAGE BLIND.

GERMAN DOCTOR DISCOVERS CAUSE.

Mr. H. G. Wills' famous tale of the Valley of the Blind has received remarkable confirmation by the discovery that in the village of Tliltepec, over four thousand feet above sea level, in the Mexican State of Oaxaca, all the inhabitants were blind from at least one year after birth. The village contained more than forty households.

That the general blindness has now been alleviated is principally due to the researches of a German doctor, Max Weismann. This village of the blind had been the object of several scientific inquiries since it was first recorded in 1927, and a report upon the curious affliction of its inhabitants was issued by a Mexican doctor.

At first it was believed that the blindness was due to an infectious disease, or to abuse of methyl alcohol. There was, however, no evidence to support these theories. The inhabitants themselves attributed it to the wind-blown pollen of a flower called terguenza, which has the peculiarity of blooming for half a day only.

Infected by Midge. The researches of the German doctor, however, led to the discovery of several other villages in the district in which blindness was also prevalent, and to the supposition that it was connected in some way with an infection carried by a midge. Upon examination of the sufferers they were found in almost every case to have large bumps or wens on their heads, in which the midge laid its eggs.

The correctness of Dr. Weismann's supposition was borne out when the surgical removal of these bumps bestowed sight on the sufferers, sometimes after many years of blindness and within the space of a few days. The carriers of the infection having been found, the next question was where did the midges pick it up. It is supposed that the bats which hang in great quantities upon the beams of the village houses are the offenders.

A COSTLY BRIBE

"VOLUNTEER" PARADED WITH BLACKENED FACE.

New Delhi, Jan. 9.
The indignity of having his face blackened and a string of shoes tied round his neck, was the punishment allotted a Congress "volunteer" who was seen to take a bribe.

The "volunteer," it appears, was discovered taking a bribe from a man who had purchased a bottle of liquor. The "volunteer," protesting volubly, was dragged to the Congress office where he was summarily "tried" and found "guilty."

His face was blackened and a string of shoes was tied round his neck, and he was paraded through the streets of the city.

As the crowd leading the man along reached the Hauz Kazi police station, the police came out and rescued the victim, and, in addition, arrested four "volunteers."

Later, on the complaint of the aggrieved "volunteer" they raided the Congress office in Chandni Chowk and arrested six more persons, including the Congress secretary, Anwarul Haq.

All the arrested persons were released on furnishing bail for Rs. 200 each.

JANUARY SALES.

BARGAINS IN FUR COATS.

London, Jan. 2.
The excitement of "buying Christmas presents has already been forgotten in the still greater thrill of securing bargains at one or other of the big January sales which have started all over the country. Central and suburban London seem generally agreed that there are far greater bargains and variety in colours and material to be had than had been seen for years. Furs were never so cheap. Real fur coats are obtainable at anything from £7 to £250 while the ubiquitous coney, masquerading under the name of his many pseudonyms, is as cheap at £5 as a cloth coat.

Christie, Brown and Co., Ltd., has secured an entire block of property in the west end of London, on Notre Dame Avenue, as the site for a large factory. The building is to be 462 feet long and 125 feet wide, and will cost about £750,000. Nearly all the material going into the structure is being purchased locally, though the machinery is being sent from Britain. The building will be of red brick and reinforced concrete construction.

BLOW FOR CONGRESS

DEALERS SECRETLY TRADE IN FOREIGN CLOTH.

COMMITTEE RESIGNS.

Karnal, Yesterday.
Congress circles are flustered by the resignation of the local foreign cloth boycott committee, due to the increasing number of dealers engaged secretly in trading in foreign cloth. Notwithstanding their pledge to abstain, dealers outwitted the picketers.

Gandhi Cheerful.
New Delhi, Yesterday.
The conversations between the Viceroy and Gandhi were continued to-day and lasted three hours and forty minutes.

Gandhi seemed cheerful, and will now consult the other leaders, after which he will resume his talk with Lord Irwin.

Bombay Riots.
Bombay, Yesterday.
The casualties during last week's rioting are now given as 20 Mohammedans and six Hindus killed. The number of people injured numbers 236.—Reuter.

WELL DONE!

BEST CAMP ATTENDANCE WINS CUP.

London, Dec. 28.
For the first time, a unit in the Scottish Command has won the Daily Telegraph Cup, which is awarded to the Territorial Army unit recording the best attendance at the annual camp.

The 6th (Lanarkshire) Battalion of Cameronians (Scottish Rifles) has won the trophy with an attendance of 580 and a percentage figure of nearly 95.

Last year, this battalion, which is composed largely of miners, was sixth in order of merit.

DISMISSED SECRETARY.

Found Shot in Malabar Club.

Madras, Jan. 22.
The Calcutta correspondent of the Associated Press telegraphs that Mr. G. H. Bull, a European, Secretary of the Malabar Club, Calcutta, committed suicide last night by shooting himself in the forehead with a revolver on the verandah of the Club.

At the inquest to-day, a verdict of suicide was returned.

The deceased, who was 60 years of age, joined the service of the Club about two years ago.

It is stated that he was given notice of the termination of his service a week ago.

RANGOON MERCHANT'S WILL.

Handsome Bequest To City.

London, Jan. 21.
A settlement has been reached regarding the estate of the Glasgow merchant, Mr. John MacGregor, a former Rangoon timber merchant, who bequeathed everything for the relief of the poor in Rangoon and Glasgow upon the death of his wife, which has since occurred.

Relatives raised an action. It is now arranged that Glasgow and Rangoon shall each receive one-third instead of one-half of the estate. This will approximate £70,000 each.

DOPE RING UNMASKED.

Japanese And Indian Police Co-operating.

London, Jan. 23.
The Daily Herald's Tokyo correspondent says that the workings of a gigantic drug ring, which is alleged to have smuggled over £1,000,000 worth of cocaine into Japan in a year, are expected to be uncovered as a result of the recent arrest of Walter Beck, a German importer at Tokyo. He adds that practically all the drugs smuggled in were subsequently exported, chiefly to China and India.

The Indian police are co-operating with the Japanese authorities in unearthing the plot.

Ten Years Ago.

[From the "China Mail" of February 19, 1921.]

To-day's dollar is worth 2/5 5/8.

Yesterday a Chinese Revenue Officer searched a cargo junk in the harbour and discovered 3,000 taels of non-Government prepared opium, valued at over £50,000. This morning when the case was called at the Magistracy, the prosecution asked for permission to withdraw the case. No reason for this step was given, except that the application was made on instruction, and the drug confiscated.

THE WOMEN OF CHINA.

Feminism Taking Shape.

A NEW DISPENSATION.

Reports of brigandage and famine lengthen daily the tale of social chaos in China. Yet the roots of a new dispensation are to be found struggling and even spreading in this unpromising soil. Not the least remarkable of them is the feminist movement. Already Chinese women are found as teachers, magistrates, trade union officials, propagandists, secretaries, diplomats, doctors and actresses. When in their scores of millions they develop full political consciousness they will be a world force, since it seems a certainty that the Chinese woman, generated as a mother and consulted as a wife, common sense yet emotional, will be on the side of all movements tending to international peace, writes a correspondent of the Times.

Yet there can be traced in the hostility to the Nanking Government, especially implied by the epithet "Soong dynasty," a deep-rooted prejudice against interference by women in affairs of state. This prejudice has been incited in the ethics and reinforced by the history of the Chinese people. The name "Soong dynasty" was given because Chiang Kai-shek appeared to be carrying on the Kuomintang succession by his marriage with the sister of Sun Yat-sen's widow, while H. H. Kung, Minister of Commerce, was husband to another sister, and the position of Minister of Finance was being filled by T. V. Soong, their brother. The Soong sisters are handsome and gifted, and are essentially modern in outlook. Mme. Chiang Kai-shek has identified herself closely with her husband's work. She has organized hospitals for the wounded in the civil war, and accompanies the President on public occasions.

Dr. Sun Yat-sen deliberately steered the Kuomintang course to



"Jones, I dreamt that I was talking to you last night."
"Sorry, sir, but I did not hear you."—Dorfbartier, Berlin.

follow the current of the world democratic movement with its emancipation from distinctions of race, class, and sex. Since the Revolution the bodies of Chinese women have been liberated by the unbinding of their feet, and their minds by increased opportunities of education and intercourse. But before they take a place in the life of the people similar to that held by the women of Britain or America many years must elapse.

Echoing Confucius.

The partial displacement of the Chinese Classics by Sun Yat-sen's Three Principles of the People in the compulsory curriculum of the schools is operating gradually against ethical and historical prejudice. The process is slow, for there is much to combat. Again and again in the annals of the Chinese dynasties are recorded the evils of the government when, owing to the weakness of an Emperor, women held the reins. Confucius, too, had not a very high opinion of women. "Of all people," he says, "girls and servants are the most difficult to be have to. If you are familiar with them, they lose their humility. If you maintain a reserve towards them, they are discontented." He lays down that "woman yields obedience to the instructions of men . . . she may take no step on her own motion, and may come to no conclusion on her own deliberation." But he recalls grudgingly now in the days of his heroes, the model rulers of antiquity, when there were 10 able Ministers of the State, "there was a woman among them," while one of the greatest inventions of the Chinese, the spinning of silk, is ascribed to the Empress Hsiao-ti, who lived 2000 years before Christ.

Such historic incidents and quotations are as current among the Chinese as our own tales of Boadicea, "Good Queen Bess," "Bloody Mary," and "Mary, Queen of Scots." They throw some light on the historic role of women and point the moral that woman's sphere is the home, for as it is said in the Great Learning, one of the famous Four Books of the Chinese: "From the loving example of one family, a whole State becomes loving, and from its loving, the whole State becomes obedient." This we see that the government of the State depends on the regulation of the family.

The influence of the mother is one of the great factors in the Chinese social fabric. In Imperial days that was emphasised by the high standing of an Empress Dowager, the Emperor himself paying her homage by the three kneelings and the nine "ko-tows" of greatest ceremony. To-day a dutiful son will pay his mother a like honour on the occasion of the Lunar New Year or on her birthday. The Chinese do not forget that their two greatest sages were brought up entirely by their mothers, the fathers of both Confucius and Mencius dying when their sons were only about three years old.

Places of Honour.

Twenty-five centuries ago the mother of Mencius saw the problem of life as her countrymen see it to-day. For the Chinese, practical and sceptical, education takes the place of religion as the foundation of morality. Education is the key to office; office is the door to power and wealth. The aim of true education is perfection of balance in the individual and a balanced perfection in the state. In the education of women the same general lines are followed as in the case of boys, the course leading from the primary, through the middle school, and ending with the university. Co-education works satisfactorily in the universities, but there is a tendency towards separation of the sexes in the middle schools. A number of girls go to study in universities abroad. The great obstacles in the way of female education are a lack of teachers and a scarcity of funds. Many public-spirited individuals give their services free as teachers in schools for the poor, and generous gifts to the cause of education are not rare, as when Chung Hsueh-liang, the young ruler of Manchuria, gave nine millions of dollars from his private fortune to his father. But these gifts and services, generous as they are, can benefit only in an infinitesimal degree the millions of China's illiterates who constitute the world's greatest educational problem.

If Pan Hui pan, who in the first century A.D. wrote a book entitled "Female Precepts," returned to the world, it would be interesting to accompany her on a trip to a modern Chinese city. "The virtue of a female," she tells us, "does not exist altogether in extraordinary abilities or intelligence, but in being modestly grave and involuntarily chaste; in whatever she does to be unassuming." Then her eye would fall on a silk-gowned, superbly coiffured girl, jazzing, smoking cigarette, or sitting at table with three of the other sex. She would inquire whether her accomplishment, extended much beyond rearing the silk-worm, working cloth, or setting in order the sacrifices; and she would be told that the girl had travelled to the farthest confines of the world, could speak at least two languages of the outside-people, and had studied philosophy, the making of laws, and the administration of the affairs of the state.

In spite of her advancement, however, marriage is still the first duty of every Chinese woman. This is because of the dominant position held by veneration of ancestors. Not to produce heirs is to show no sense of filial duty. If a man's wife does not produce heirs, he may divorce her, or he may take a concubine—not infrequently at the suggestion of the wife—and any children born are considered as belonging to the first or legal wife. If these measures fail he will adopt an heir, probably the younger son of a brother.

Betrothals are in the hands of individuals known as Mei-jen, or middle-men. As a profession it is both honourable and responsible. They must satisfy themselves about the mutual appropriateness of the two parties' horoscopes, ages, and social positions. The feeling against the re-marriage of widows is still strong, though Pajious, or Honorary Portals, would not now be erected, as they were in the old days, in honour of widows who had refused a second marriage or for those who had distinguished themselves by their chastity. A widow, on the other hand, is not expected to defer his nuptials for any period of mourning for his first wife.

According to old custom the usual age for forming engagements was 10 or 12, or even earlier, and the contracts were considered absolutely binding. These early betrothals led at times to unhappy marriages which, though the boy might have grown into a dissolute man, could not be cancelled, and suicide on the part of the young bride, sometimes resorted to, though in general, a commoner cause for suicide would be found in the cruelty of a mother-in-law. Owing, however, to the greater freedom of the sexes in modern China, love marriages are now to be found more frequently. The average marriage age in China is considerably younger than in the West, and a bachelor of 25 is not often found. Marriage is the mark of manhood.

and a bachelor of whatever age is often referred to humorously as still a child.

Divorce is one of the oldest institutions in China. It is said, but sometimes disputed, that Confucius divorced his wife, as did his grandson Tze-szu. In modern times Chiang Kai-shek divorced his first wife before his marriage with Miss Soong. In the old code of China seven legal reasons for divorce are given:—Barrenness, lasciviousness, jealousy, talkativeness, thievery, disobedience to her husband's parents, and leprosy.

The extent to which the sexes are separated at social functions in modern China varies greatly. Among old-fashioned families a dinner party will consist only of men. In a family somewhat more advanced the hostess may greet the guests on arrival but will retire before the serving of dinner. Among the most modern, the wives and daughters will take their places in exactly the same manner as in the West.

There is one class of women in China who live a life apart. There are the Kutze, or Buddhist nuns, who must take a vow of perpetual virginity. The novice receives a new name on admission to the order, though she is not admitted to full orders till she reaches the age of 16. These women, with their shaven skulls, voluminous robes, and thick-soled shoes, bear a striking resemblance to Buddhist monks, the nuns being under the patronage of Kuan-Yin Pusa, the Goddess of Mercy, who is generally represented bearing a child in her arms; she is worshipped by those who wish for children. It is a curious fact that up to the twelfth century Kuan-Yin was always portrayed as a man. The nuns are looked on with a certain amount of contempt. Imputations against their morals are common; while it is maintained that even if they are sincere they are I-pai-tze-jen—individuals of one generation who, looking only to their own salvation, neglect the calls of family.

Curious Beliefs.

The Chinese type of female beauty is one which takes a little time to appreciate fully, like a new conception in art. But once understood, its charms, as March Polo told his hearers 600 years ago, are never forgotten. Williams in his classic "Middle Kingdom" quotes some of the epithets with which Chinese writers have compared famous beauties. "The temples of her head are like the clouds, her eyebrows the winged silk-moth." The poet sings of "cheeks like the almond flower, lips like a peach's bloom, waist as the willow, eyes bright as dancing ripples in the sun, and footsteps like the lotus-flower."

One of the commonest beliefs among other nations concerning China is that female infanticide is very prevalent and there are tales told of black carts which go round from door to door picking up the unwanted infants. That in such a vast country as China a certain number of babies is yearly disposed of would be difficult to disprove, but the suggestion that it exists as a national pastime is only paralleled by the absurd notion current in China that foreigners have no surnames. To dispel the belief that girl babies are unwanted and unloved it is only necessary to be on intimate terms with a Chinese family of any class and to see something of their home life, or to witness the grief of a father and mother on the kidnapping of their baby girl.

The curious superstition of "woman into fox"—also commonly talked of by foreigners—still exists. Occasionally it is said that a woman has come under the spell of a fox and she is seen to behave in a thoroughly eccentric manner until it can be exorcised. The fox is also said to be able to assume human form at will. The fox chosen is generally that of a young and beautiful girl who bewitches by her loveliness. Chinese lore is full of this theme, and even serious-minded Chinese claim to have seen fox-assemblies and fox-transformations.

Beliefs of the nature are counteracted by strong propaganda, with the slogan "Tatao mi-hsin" ("Down with superstition"). The attention of propagandists is directed equally to town and to country, for among the industrialised classes of the great cities there is great poverty and ignorance. Probably a majority of the workers in the mills and factories in industrial centres such as Shanghai, Hankow, Canton, and Tientsin are women and children. The women belong to trade unions and help in the organisation of strikes. They even address public meetings and take their place in strike pickets.

The new Arts Building of the University of Manitoba is now under construction and will cost over \$400,000. It will be built of Manitoba's native grey limestone.

NEW ADVERTISEMENTS

FOR SALE.

Old established and well known Hotel in Kowloon, as a going concern. Proprietors leaving for Home. For full particulars apply to Box 679, c/o "China Mail."

GREEN ISLAND CEMENT COMPANY, LTD.

HONG KONG BENEVOLENT SOCIETY.

NOTICE IS HEREBY GIVEN that the 42nd ORDINARY ANNUAL MEETING of Shareholders will be held at the Offices of the Company, Exchange Building, Des Voeux Road Central, Victoria, Hong Kong, on WEDNESDAY, the 18th day of March, 1931, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 31st December, 1930. The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 4th March, 1931, to WEDNESDAY, 18th March, 1931, both days inclusive. By Order of the Board of Directors,

ALLAN KEITH, Secretary.
Hong Kong, 19th February, 1931.

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 23rd day of February, 1931, at 8 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No.	Boundary Measurements	Area in Sq. Ft.	Annual Rental	Upset Price
1	Approx. 5.333	5.333	12.500	12.500

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Lot No.	Boundary Measurements	Area in Sq. Ft.	Annual Rental	Upset Price
1	Approx. 5.333	5.333	12.500	12.500

ANNUAL GENERAL MEETING will be held at the City Hall on FRIDAY, February 20 at 11 a.m.

MISCELLANEOUS.

SHIRTS, SHIRTS, Messrs. KOMOR & KOMOR announces that Mr. Mural of TOYO MURAKAMI, Shanghai, takes orders for SHIRTS at Komors Art Gallery for Five Days Only.

BLUE STAR LINE.

NOTICE TO CONSIGNEES.

Steamer: "OREGON STAR" From ANTWERP, HAMBURG, ROTTERDAM, NEWPORT & PORTS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 18th February, 1931. No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 6th March, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas. No Fire Insurance has been effected. Bill of Lading will be countersigned by

DODWELL & CO., LTD. Agents.
Hong Kong, 18th February, 1931.

H. HOGARTH & SONS, GLASGOW.

NOTICE TO CONSIGNEES.

Steamer: "BARON SALTOUN" From ANTWERP & PORTS.

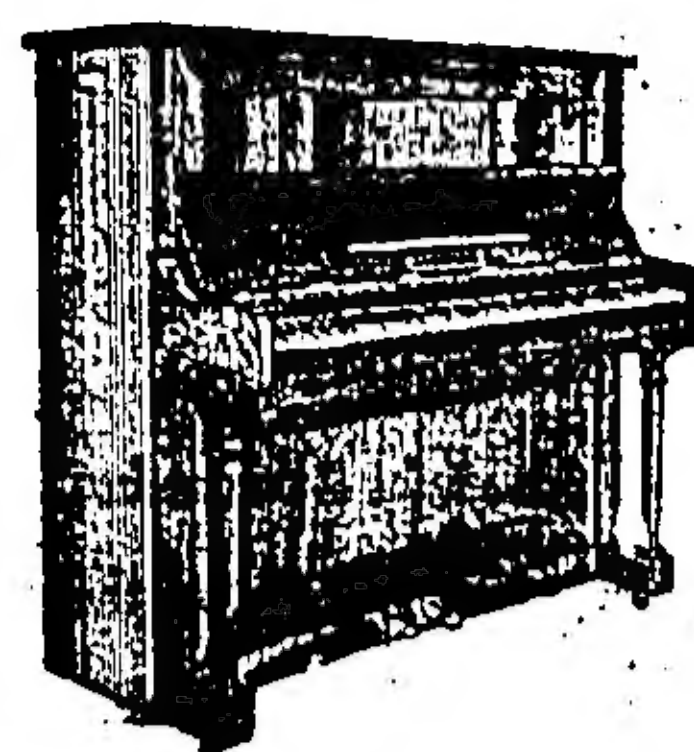
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No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 25th instant will be subject to rent. All claims against the vessel must be presented to the undersigned on or before the 7th March, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas. No Fire Insurance has been effected. Bill of Lading will be countersigned by

DODWELL & CO., LTD. Agents.
Hong Kong, 19th February, 1931.

WHY NOT A NEW PIANO?

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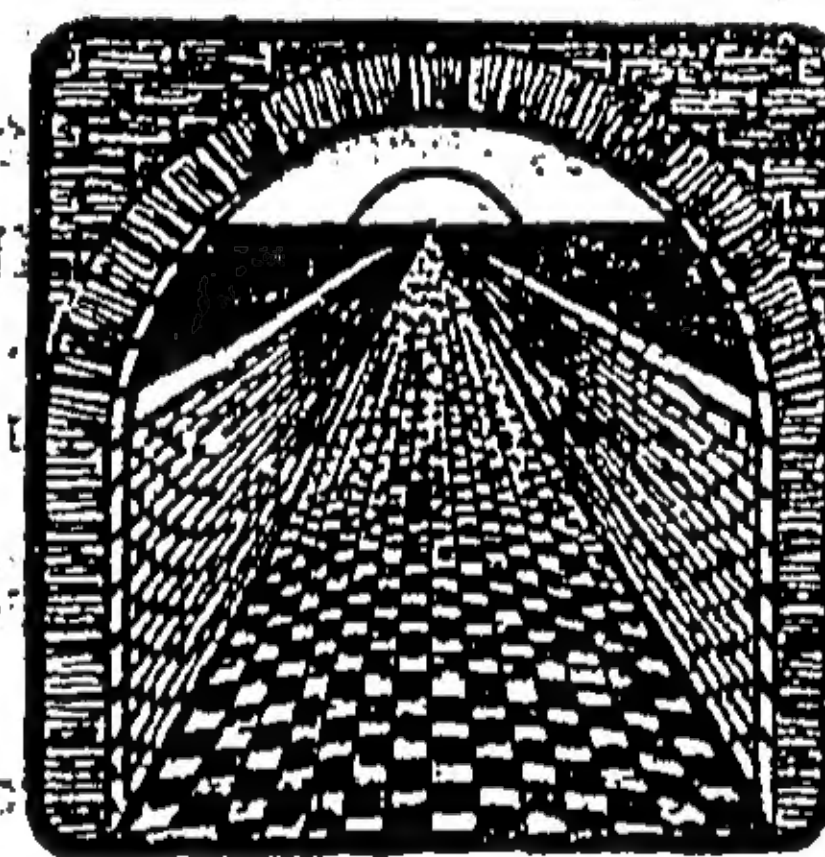
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HONG KONG FOOTBALL ASSOCIATION. INTERPORT PROGRAMME.

Saturday, February 21st.

SHANGHAI v. H.K. CHINESE.
Club Ground, Kick off 3.30 p.m.

Booking at Moutries, opens Friday, 13th.

Price:—
Covered Stand \$2.20
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Monday, February 23rd.

SHANGHAI v. UNITED SERVICES.
Club Ground, Kick off 3.30 p.m.

No Booking. Price:—\$1.10, 60 cts. & 40 cts.
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Sport Columns

CRICKET.

H.K.C.C. EASILY DEFEAT THE SERVICES.

MUSSON'S BRIGHT KNOCK.

On the H.K.C.C. ground yesterday the H.K.C.C. defeated the United Services by ten wickets in a two days match.

Following on 132 runs in arrears the Services fell easy victims to Bowker's bowling until Musson and Bennett became associated in an eighth wicket partnership which yielded 72 runs. Musson played a forceful innings which included three fours and two two's off an over from Reid, and a four, a six, and a single off Beck's next over. Bennett was the cause of the follow-on being saved, but with only 21 runs to the good Fry was caught off Bowker, who returned the splendid figures of 6 wickets for 43 runs.

Sayer and Pearce found little difficulty in knocking off the runs and gave the Club a ten wickets victory.

Scores:—

H.K.C.C.—First Innings.	
T. E. Pearce, b Williams	14
G. R. Sayer, c and b Williams	6
O. E. G. Marton, st. Davies, b Bennett	6
E. R. Duckitt, b Musson	38
H. Owen Hughes, c Wolfe Barry, b Salmon	82
K. H. Batger, c Bounphrey, b Musson	12
A. C. Beck, c Bounphrey, b Fry	12
A. Reid, c Wolfe Barry, b Bennett	14
J. D. A. Hutchison, b Williams	17
A. C. I. Bowker, b Fry	20
E. B. Reed, not out	0
Extras	25

Total 255
Fall of the wickets:—1 for 13, 2 for 20, 3 for 24, 4 for 29, 5 for 121, 6 for 156, 7 for 176, 8 for 217, 9 for 254, 10 for 255.

BOWLING ANALYSIS.

O.	M.	R.	W.
Sig. Williams (R.C.S.)	19	2	62
Eng. Lt. Comdr. Bennett (R.N.)	11	1	54
Lt. Col. Fry (R.C.S.)	11	2	37
A. H. Musson (R.N.)	17	4	59
Mid. Ponsbury (R.N.)	2	0	12
Pte. Salmon (R.A.M.C.)	3	0	9

United Services—First Innings.
Cpl. Davies, R.A.M.C., c Owen Hughes, b Bowker 4 |

O.	M.	R.	W.
Lt. Comdr. Squance, R.N.	15	1	15
Hughes, b Reed	16	2	16
J. G. Wolfe Barry, R.A., b Reid	12	1	12
A. H. Musson, R.A., c Sayer, b Reid	22	1	22
Pte. Salmon, R.A.M.C., c Pearce, b Beck	6	1	6
J. K. MacFarlan, R.A., c Pearce, b Beck	0	1	0
Mid. Ponsbury, R.N., b Beck	0	1	0
Sig. Williams, R.C.S., b Bowker	15	1	15
Eng. Lt. Comdr. Bennett, R.N., not out	1	0	9
Lt. Col. Fry, R.A.S.C., b Reid	11	1	11
Extras	11	1	11

Total 123
Fall of the wickets:—1 for 7, 2 for 24, 3 for 53, 4 for 65, 5 for 73, 6 for 73, 7 for 8, 8 for 101, 9 for 116, 10 for 132.

BOWLING ANALYSIS.

O.	M.	R.	W.
E. B. Reed	2	25	2
A. C. I. Bowker	8	1	30
A. C. Beck	7	2	42
A. Reid	8	1	16

United Services—Second Innings.
Lt. Comdr. Squance, R.N., b Bowker 6 |

O.	M.	R.	W.
Cpl. Davies, R.A.M.C., c Marton, b Reed	15	1	15
Squadron Leader Bounphrey, R.A.F., c Marton, b Reed	0	1	0
J. G. Wolfe Barry, R.A., c and b Bowker	9	1	9
A. H. Musson, R.A., c Pearce, b Beck	69	1	69
Pte. Salmon, R.A.M.C., b Bowker	8	1	8
J. K. MacFarlan, R.A., c Sayer, b Bowker	8	1	8
Sig. Williams, R.C.S., c Beck, b Reid	23	1	23
Eng. Lt. Comdr. Bennett, R.N., c Pearce, b Bowker	2	1	2
Mid. Ponsbury, R.N., not out	2	0	2
Lt. Col. Fry, R.A.M.C., c Sayer, b Bowker	9	1	9
Extras	9	1	9

Total 153
Fall of the wickets:—1 for 15, 2 for 17, 3 for 27, 4 for 36, 5 for 36, 6 for 48, 7 for 69, 8 for 131, 9 for 143, 10 for 153.

BOWLING ANALYSIS.

O.	M.	R.	W.
E. B. Reed	10	2	28
A. C. I. Bowker	12	1	43
A. Reid	6	2	33
A. C. Beck	4	0	34
G. R. Sayer	1	0	7

H.K.C.C.—Second Innings.
G. R. Sayer, not out 14 |

O.	M.	R.	W.
T. E. Pearce, not out	10	1	10

Total (for no wkt.) 24

O. E. G. Marton, E. R. Duckitt, H. Owen Hughes, K. H. Batger, C. Beck, A. Reid, J. D. A. Hutchison, A. C. I. Bowker, and E. B. Reed did not bat.

BOWLING ANALYSIS.

O.	M.	R.	W.
Lt. Col. Fry	24	0	11
A. H. Musson	13	0	11

K.C.C. JUST DEFEAT C.C.C.

BIG SCORING BY LYAL AND A. T. LEE.

On the K.C.C. ground yesterday the Bowdoin Cricket Club defeated the Craigengower Cricket Club by 22 runs.

Taking first use of a slow wicket, the home side, were soon in difficulties against the bowling of Sourbutts and lost three good

wickets for a paltry 6 runs. In his first spell with the ball Sourbutts returned the excellent figures of 5 for 3.

and R. Lee, the other opening bowler, had the less noteworthy figures of 5-3-2-0. A partnership of 63 runs for the sixth wicket, however, improved the fortunes of the home side, and when Goodwin was clean bowled, 107 runs were on the board. Goodwin hit a six and half a dozen boundaries in his knock of 37. Lyal continued the good work and punished the bowling unmercifully. He received good support from Gregory and the pair added 62 for the seventh wicket.

Eighty out at 195, Lyal had scored 71 runs of the 160 runs added whilst he was at the wicket. In a fearless innings he hit twelve boundaries.

The visitors had the misfortune to lose F. K. Lee at 25, the result of a run out after a promising opening. With half the side out for 55, Craigengower looked like losing badly, but a fine partnership between A. T. Lee and F. Zimmermann added 85 runs for the sixth wicket before Zimmermann was taken in the slips for 32, which included four 4's. With Lee doing the bulk of the scoring the seventh wicket put on 50 runs before Patterson was caught off Goodwin.

With an exciting finish in the offing the remaining wickets added only 3 runs, E. Zimmermann being absent.

Last out at 194, A. T. Lee played an innings of 95 which, though favoured by fortune on more occasions than one would care to count, was featured by some excellent off drives which invariably found the boundary. In his innings were included twelve 4's, two 3's, four 2's, and 33 singles.

Scores:—

K.C.C.	
E. C. Fincher, lbw, b Sourbutts	4
F. K. Lee, c and b Sourbutts	25
W. F. Fincher, c R. Lee, b Lyal	18
N. A. E. Mackay, c Lim, b R. Lee	21
J. C. Lyal, c and b R. Lee	71
F. Goodwin, b Prata	37
D. W. Gregory, c Patterson, b R. T. Lee	29
R. T. Lee, c Zimmermann, b R. A. T. Lee	21
G. C. Burnett, c S. Lee, b R. Lee	8
R. G. V. Mand, not out	0
Extras	8

Total 216
Fall of the wickets:—1 for 4, 2 for 10, 3 for 6, 4 for 35, 5 for 107, 6 for 107, 7 for 107, 8 for 195, 9 for 214, 10 for 216.

BOWLING ANALYSIS.

O.	M.	R.	W.
R. Lee	15	4	31
A. T. Lee	12	3	41
C. H. G. G. G.	1	0	9
Lim	3	0	43
Extras	3	0	13

Total 123
Fall of the wickets:—1 for 7, 2 for 24, 3 for 53, 4 for 65, 5 for 73, 6 for 73, 7 for 8, 8 for 101, 9 for 116, 10 for 132.

BOWLING ANALYSIS.

O.	M.	R.	W.
E. B. Reed	2	25	2
A. C. I. Bowker	8	1	30
A. C. Beck	7	2	42
A. Reid	8	1	16

United Services—Second Innings.
Lt. Comdr. Squance, R.N., b Bowker 6 |

O.	M.	R.	W.
Cpl. Davies, R.A.M.C., c Marton, b Reed	15	1	15
Squadron Leader Bounphrey, R.A.F., c Marton, b Reed	0	1	0
J. G. Wolfe Barry, R.A., c and b Bowker	9	1	9
A. H. Musson, R.A., c Pearce, b Beck	69	1	69
Pte. Salmon, R.A.M.C., b Bowker	8	1	8
J. K. MacFarlan, R.A., c Sayer, b Bowker	8	1	8
Sig. Williams, R.C.S., c Beck, b Reid	23	1	23
Eng. Lt. Comdr. Bennett, R.N., c Pearce, b Bowker	2	1	2
Mid. Ponsbury, R.N., not out	2	0	2
Lt. Col. Fry, R.A.M.C., c Sayer, b Bowker	9	1	9
Extras	9	1	9

Total 153
Fall of the wickets:—1 for 15, 2 for 17, 3 for 27, 4 for 36, 5 for 36, 6 for 48, 7 for 69, 8 for 131, 9 for 143, 10 for 153.

BOWLING ANALYSIS.

O.	M.	R.	W.
E. B. Reed	10	2	28
A. C. I. Bowker	12	1	43
A. Reid	6	2	33
A. C. Beck	4	0	34
G. R. Sayer	1	0	7

H.K.C.C.—Second Innings.
G. R. Sayer, not out 14 |

O.	M.	R.	W.
T. E. Pearce, not out	10	1	10

Total (for no wkt.) 24

O. E. G. Marton, E. R. Duckitt, H. Owen Hughes, K. H. Batger, C. Beck, A. Reid, J. D. A. Hutchison, A. C. I. Bowker, and E. B. Reed did not bat.

BOWLING ANALYSIS.

O.	M.	R.	W.
Lt. Col. Fry	24	0	11
A. H. Musson	13	0	11

K.C.C. JUST DEFEAT C.C.C.

BIG SCORING BY LYAL AND A. T. LEE.

On the K.C.C. ground yesterday the Bowdoin Cricket Club defeated the Craigengower Cricket Club by 22 runs.

Taking first use of a slow wicket, the home side, were soon in difficulties against the bowling of Sourbutts and lost three good

SCOTTISH CUP DRAW.

Celtic and Third Lanark at Home.

BO'NESS FAVOURED.

The replay in the third round of the Scottish Cup between Aberdeen and Dundee resulted, according to Reuters:—

The draw for the fourth round, to be played on February 28, has been announced as follows:—
Celtic v. Aberdeen
Third Lanark v. St. Mirren
Cowdenbeath v. Motherwell
Bo'ness v. Kilmarnock

LEAGUE MATCHES.

Celtic and Chelsea Fall at Home.

Fourteen League matches were played yesterday, the surprises being the defeat of Celtic, Chelsea, Bradford, "Wolves" and Exeter on their own grounds and Rangers' draw with Ayr United and "Pompey's" draw with Manchester City in Portsmouth.

Results:—

ENGLISH LEAGUE.

Division I.	
Chelsea	1
Blackpool	0
Leeds U.	1
Portsmouth	1
Aston Villa	4
Sunderland	2

Division II.	
Bradford	1
Everton	1
"Wolves"	1
W. Bromwich	4

Division III.—South.	
Exeter	2
Walsall	5

Division III.—North.	
Aldershot	4
Heart of Midlothian	1
Motherwell	3
Celtic	0
Ayr United	2
Rangers	1

LEAGUE TABLES REVISED.

Division I.	
P. W. D. L. F. A. Pts.	
Arsenal	28 18 7 3 33 42 43
Wednesday	30 17 8 7 81 55 40
Aston Villa	18 8 6 94 60 40
Derby	12 7 8 75 50 35
Portsmouth	21 10 8 60 52 32
Manchester C.	30 13 5 54 53 32
Middlesbrough	30 13 5 52 66 31
Huddersfield	29 13 7 50 44 31
Sheff. Wed.	29 13 8 10 65 31
West Ham	29 13 6 55 65 30
Sheff. U.	28 10 9 59 53 29
Leicester	28 13 3 12 64 27 29
Chelsea	29 10 8 11 51 49 28
Newcastle	29 11 4 41 61 28
Blackburn	29 9 8 12 60 28
Grimsby	30 11 4 45 54 35
Birmingham	29 9 8 12 48 33 26
Bolton	29 9 6 14 39 27 24
Leeds	28 8 5 16 53 63 21
Blackpool	29 7 5 18 48 92 21
Manchester U.	30 6 4 21 38 89 14

Division II.	
P. W. D. L. F. A. Pts.	
Everton	28 18 6 4 39 44 46
Tottenham	29 18 3 8 72 37 39
West Brom.	29 16 6 7 61 35 38
Wolves	29 17 0 12 55 49 34
Bradford	29 14 5 10 74 47 33
Port Vale	29 15 3 11 57 49 33
Fulham	29 13 6 11 50 61 31
Preston	29 13 6 11 52 43 30
Southampton	29 12 6 11 50 44 30
Bury	29 13 3 13 58 57 29
Oldham	30 12 5 13 42 52 29
Stoke	29 11 6 12 43 55 28
Bradford C.	29 11 6 12 43 49 28
Swansea	29 10 6 13 41 51 28
Sheff. F.	29 10 6 13 40 51 28
Millwall	29 11 3 15 58 65 25
Bristol C.	29 9 6 14 33 60 24
Barnsley	29 9 7 14 38 52 23
Notts Forest	29 7 9 13 55 65 23
Reading	29 9 5 16 47 72 22
Glynn	29 9 5 16 50 65 22
Cardiff	29 7 4 18 40 69 18

Division III.—Southern.	
P. W. D. L. F. A. Pts.	
Notts County	29 18 7 4 69 33 43
Brighton	28 13 10 5 40 39 36
Southend	28 12 2 10 57 44 34
Crystal Pal.	28 14 5 9 77 53 33
Northampton	29 13 7 9 48 37 33
Coventry	28 14 4 10 62 45 32
Brentford	29 13 6 10 63 50 32
Luton	29 12 6 11 46 43

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INWARD MAILS

THURSDAY, FEBRUARY 19.
Shanghai and Europe via Siberia (London, Jan. 29) Pelous
FRIDAY, FEBRUARY 20.
Japan, Shanghai and Europe via Siberia (London, Feb. 3) Yasukuni Maru
SATURDAY, FEBRUARY 21.
Europe via Negapatam (Letters and Papers, London, Jan. 22) Fushimi Maru

OUTWARD MAILS

THURSDAY, FEBRUARY 19.
Swatow Hydrangea 3 p.m.
Fochow via Swatow Cheong Shing 5 p.m.
FRIDAY, FEBRUARY 20.
Swatow, Amoy and Fochow Hai Yang 1 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles Yasukuni Maru (Due Marseilles, March 19.)
K.P.O. Registration Feb. 20, 4.30 p.m. G.P.O. Registration Feb. 20, 5 p.m.
Letters 4.30 p.m. Letters 6 p.m.
SATURDAY, FEBRUARY 21.
Japan and "Victoria, B.C. Protosilus 10.30 a.m.
Sandakan (Due Victoria, B.C., Feb. 17.) Hin Sang 10.30 a.m.

*Superscribed correspondence only.

GOLF.
CHINESE NEW YEAR MEETING.
FANLING RESULTS.

In the Bogey Pool L. R. Andrews (4) 3 up and R. K. Hepburn (8) 3 up tied for the first and second places and W. N. Buyers (13) 1 up won the third prize.

Other scores were:—J. R. Collins (18) 1 up, A. F. Judd (15) 1 up, A. Leach (10), 1 down, L. G. S. Dodwell (6) 2 down, J. E. Dovey (16) 3 down, and I. Newton (6) 1 down.

The third prize was decided by lot.

There were 107 entries.

In the Medal Round J. E. H. Cogan 78-5=73 won.

Other scores were:—L. G. S. Dodwell 85-6=79, and R. Young 85-6=79.

In the Mixed Foursomes H. M. and Mrs. Roffey, 4 down, won in an entry of 18.

INTERPORT SOCCER.
(Continued from Page 8)

cleared to enable Ip to make another break away.

Munro lured the winger's progress and cleared to Pote-Hunt, and from his pass Gash sent the ball up and registered Shanghai's third goal with a great shot from an acute angle.

Shanghai had now drawn level but Hong Kong once again got away, for B. Gosano's centre to be cleared.

The deciding goal came as the result of a pass by Collaco to Sinclair, who beat Clarke with an excellent shot.

Great Recovery.

It was indeed a wonderful recovery for the visiting eleven. After Hedley's free kick had been cleared, the Shanghai forwards again ran through but Clarke saved splendidly from Graham. A. V. Gosano then made another futile attempt to get through.

A mis-kick by Lam let in Sinclair to shoot, but Clarke covered up the shot well and from the clearance B. Gosano cut in to shoot over the bar.

Hong Kong at this period were making determined efforts to save the game but the end was rapidly approaching without them looking like equalising except when A. V. Gosano went near, from a pass by Yeoman, his header hitting the bar with Chow out of position.

Shanghai returned and both Elliott and Gash tried shots without success. Costa punted the ball into the Hong Kong goal mouth and the position looked dangerous for a time, but Sinclair's shot was charged down and Widmore relieved by shooting over.

Hong Kong Fortunate.

Graham was seen again in a brilliant run and from his centre Collaco shot, but Li Ting-sang was in the forward's path and Clarke saved.

The hopes of the local supporters were once again raised when B. Gosano broke away and passed to his brother, but A. V. Gosano was too well watched to finish off the movement. At this stage a corner was forced and Ip's flag kick was headed into Chow's hands by Segalen. From the clearance, Li Ting-sang saved an almost certain goal for Shanghai when he got in the way of Collaco's shot. Just on time a nasty accident occurred when A. V. Gosano and Costa collided and, after Clarke had run out to save from Sinclair, both players had to be carried off the field suffering from knee injuries. The final whistle blew as play was resumed and brought a splendid game to a close.

Result:
Hong Kong 3
Shanghai 4

Teams:
Hong Kong: Clarke, Strange, Li Ting-sang, Hedley, Lam Yik-ying, Yeoman, B. Gosano, Segalen, A. V. Gosano, Fung King-cheung and Ip Pao-wa.
Shanghai: Chow, Munro, Martin,

Pote-Hunt, Gash, Costa, Elliott, Collaco, Sinclair, Widmore and Graham.

Referee: Ldg. Sig. F. Archer, R.N.

The pipe band of the Argylls and Sutherland Highlanders played before the match and during the interval.

Our Sports Diary.
LOCAL.

GOLF—To-morrow—Ladies' Championship (Third Round), Fanling.
March 21—Ladies' Section—Prize Giving, Fanling.

FOOTBALL—Saturday—Chinese v. Shanghai, 2.30 p.m.; Interport Dinner, Peninsula Hotel; Second Division—Club de Recreo v. Club; Navy v. Chinese Athletic; Royal Artillery v. St. Joseph's; University v. Borderers; Eastern v. Argylls; South A.A. v. Kowloon, 6 p.m.

Monday—United Services v. Shanghai.

CRICKET—Saturday—Division I.—Kowloon (C.C.) v. Craigengower C.C. (L.); Hong Kong C.C. v. Navy (L.); Civil Service C.C. v. University (P.); Division II.—Craigengower C.C. v. Kowloon C.C. (L.); Civil Service C.C. v. Police R.C. (L.); University v. Royal Engineers (L.); Royal Signals v. Hong Kong C.C. (P.).

FENCING—Monday—Fencing Club Meeting, Yacht Club, 5.15 p.m.

RACING—Sunday—Argylls and Sutherland Highlanders' Gymkhana, Kwantai.
February 24, 1.30 p.m.; March 2, 3, 4, and 7, 11.30 a.m.—Annual Race Meeting, Happy Valley.
March 22—Fanling Hunt Club's Steeplechase Meeting.

CHESS—Friday—Kowloon Chess Club Championship.
Tuesday—Kowloon Chess Club Championship.

LAWN TENNIS—To-morrow—Exhibition Matches, H.K.C.C., 3 p.m.

HOCKEY—Saturday—Gaer Clark Cup—Kowloon Ladies v. St. Andrew's; Club de Recreo v. Diocesan Girls' School.

HUNTING—Saturday—Fanling Hunt Hounds Meet (Kennels), 3.15 p.m.
Wednesday—Fanling Hunt Hounds, Mill's Corner, 3.15 p.m.

ATHLETICS—Monday—Entries Close for University Sports Open Events.
March 13 and 14—Hong Kong v. Canton Universities.

HOME.

FOOTBALL—Saturday—Ireland v. Scotland.
February 28—English Cup—Sixth Round; Scottish Cup—Fourth Round.

RUGBY FOOTBALL—February 28—Ireland v. Scotland, Dublin; Wales v. France, Swansea.

MICKY WALKER OUT OF HIS WEIGHT.

Knocking Heavyweights Out in One Round.

METHOD OF TRAINING.

Baltimore, Jan. 20.

While Len Harvey and others are fighting for the world's middleweight title, Micky Walker, the deposed but virtual champion of the world, is keeping himself fit by beating men in the higher classes. He has knocked out several heavyweights, and has a peculiar penchant for doing it in the first round.

His latest victim was Herman Weiner, a local full-bodied heavy-weight, whom he knocked out in the first round of a scheduled ten round bout here last night. The knock-out blow was a short left right to the jaw.

HOCKEY.

On the Marina Ground yesterday afternoon the Radio Sports Club drew with the 3/9th Jats at three goals all in a fast and exhilarating hockey match.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—
Bank, wire 10%
Bank, 4 months' sight 10 13/16
Credits, 4 months' sight 11 7/16
Documentary, 4 months' sight 11 9/16
On Paris—
On demand 555
Credits, 4 months' sight 535
On New York—
On demand 21%
Credits, 60 days' sight 22%
On Bombay—
Wire 60%
On demand 60%
On Calcutta—
Wire 60%
On demand 60%
On Singapore—
On demand 38%
On Manila—
On demand 43%
On Shanghai—
On demand Tls. 78%
Dollar 4% 3/4 dis.
On Yokohama—
Sovereigns (Bank's buying rate) 11%
Silver (per oz.) 12%

LONDON EXCHANGES

Rugby, Yesterday.
Paris 123.93 1/2
New York 4.35 23/32
Brussels 34.86 1/2
Geneva 25.17 1/2
Amsterdam 12.14 1/2
Milan 92.82 1/2
Berlin 20.44
Stockholm 18.14 1/2
Copenhagen 18.16 1/2
Oslo 34.56 1/2
Vienna 164%
Prague 193
Helsingfors 43.35
Lisbon 108.25
Athens 375
Bucharest 817
Rio 4 9/32
Buenos Aires 35 15/16
Montevideo 32%
Bombay 1/5 %
Shanghai 1/13 %
Hong Kong 10%
Yokohama 2/0 13/32
Silver Spot 12%
Silver Forward 12%
—British Wireless Service

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

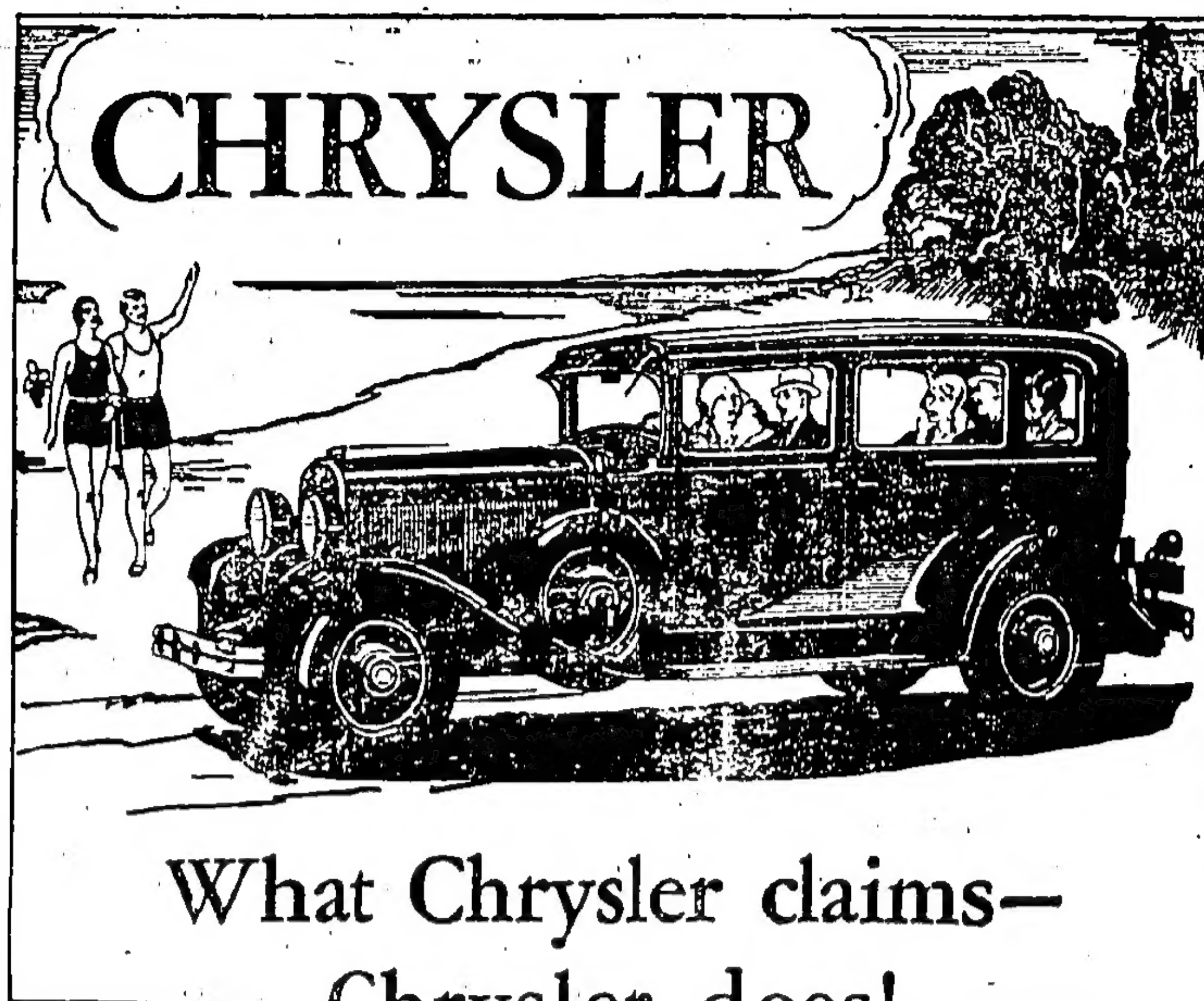
Social Functions.
To-day—Tea Dance at Hong Kong Hotel, 4.30 p.m.
To-day—Dinner Dances at Hong Kong and Repulse Bays at Hotel, 8 p.m.
To-night—Dance at Club de Recreo.
To-morrow—Dinner to British Economic Mission, Kam Ling Restaurant.
Saturday—Concert and Dance at May Hall, University.
Saturday—Football, Interport Dinner, Peninsula Hotel, 8 p.m.
Entertainments.
To-day—Queen's Theatre, "Way Out West."
To-day—Central Theatre, "Big Pond."
To-day—Majestic Theatre, "Paris."
To-day—Star Theatre, "Jim The Conqueror."
To-day—World Theatre, "The Fortune-teller's Daughter," (Chinese picture).
To-day—Concert, Helena May Institute.
Home Mails
To-day—Inward from Europe via Siberia (Pelous).
To-morrow—Outward for Europe via Marseilles (Yasukuni Maru), 6 p.m.
Meetings.
To-morrow—Hong Kong Benevolent Society Annual Meeting, City Hall, 11 a.m.
Saturday—Meeting of the Ban' of East Asia, 8 p.m.
March 5—Annual meeting of H.K. Canton & Macao Steamboat Co., Ltd., Queen's Building, 11 a.m.

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 19th Feb., 1931.

STOCK	Buyers	Sellers	Sales	Non.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	2170	Dec	[Final 25 bonus 41 4/10 1930 3/10 1931 1/10 1932 1/10 1933 1/10 1934 1/10 1935 1/10 1936 1/10 1937 1/10 1938 1/10 1939 1/10 1940 1/10 1941 1/10 1942 1/10 1943 1/10 1944 1/10 1945 1/10 1946 1/10 1947 1/10 1948 1/10 1949 1/10 1950 1/10 1951 1/10 1952 1/10 1953 1/10 1954 1/10 1955 1/10 1956 1/10 1957 1/10 1958 1/10 1959 1/10 1960 1/10 1961 1/10 1962 1/10 1963 1/10 1964 1/10 1965 1/10 1966 1/10 1967 1/10 1968 1/10 1969 1/10 1970 1/10 1971 1/10 1972 1/10 1973 1/10 1974 1/10 1975 1/10 1976 1/10 1977 1/10 1978 1/10 1979 1/10 1980 1/10 1981 1/10 1982 1/10 1983 1/10 1984 1/10 1985 1/10 1986 1/10 1987 1/10 1988 1/10 1989 1/10 1990 1/10 1991 1/10 1992 1/10 1993 1/10 1994 1/10 1995 1/10 1996 1/10 1997 1/10 1998 1/10 1999 1/10 2000 1/10 2001 1/10 2002 1/10 2003 1/10 2004 1/10 2005 1/10 2006 1/10 2007 1/10 2008 1/10 2009 1/10 2010 1/10 2011 1/10 2012 1/10 2013 1/10 2014 1/10 2015 1/10 2016 1/10 2017 1/10 2018 1/10 2019 1/10 2020 1/10 2021 1/10 2022 1/10 2023 1/10 2024 1/10 2025 1/10 2026 1/10 2027 1/10 2028 1/10 2029 1/10 2030 1/10 2031 1/10 2032 1/10 2033 1/10 2034 1/10 2035 1/10 2036 1/10 2037 1/10 2038 1/10 2039 1/10 2040 1/10 2041 1/10 2042 1/10 2043 1/10 2044 1/10 2045 1/10 2046 1/10 2047 1/10 2048 1/10 2049 1/10 2050 1/10 2051 1/10 2052 1/10 2053 1/10 2054 1/10 2055 1/10 2056 1/10 2057 1/10 2058 1/10 2059 1/10 2060 1/10 2061 1/10 2062 1/10 2063 1/10 2064 1/10 2065 1/10 2066 1/10 2067 1/10 2068 1/10 2069 1/10 2070 1/10 2071 1/10 2072 1/10 2073 1/10 2074 1/10 2075 1/10 2076 1/10 2077 1/10 2078 1/10 2079 1/10 2080 1/10 2081 1/10 2082 1/10 2083 1/10 2084 1/10 2085 1/10 2086 1/10 2087 1/10 2088 1/10 2089 1/10 2090 1/10 2091 1/10 2092 1/10 2093 1/10 2094 1/10 2095 1/10 2096 1/10 2097 1/10 2098 1/10 2099 1/10 2100 1/10 2101 1/10 2102 1/10 2103 1/10 2104 1/10 2105 1/10 2106 1/10 2107 1/10 2108 1/10 2109 1/10 2110 1/10 2111 1/10 2112 1/10 2113 1/10 2114 1/10 2115 1/10 2116 1/10 2117 1/10 2118 1/10 2119 1/10 2120 1/10 2121 1/10 2122 1/10 2123 1/10 2124 1/10 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MOTORISTS—THIS IS YOUR PAGE



Chrysler is the proved and accepted embodiment of the best there is in speed, pick-up, silent power, hill-climbing, smoothness and safety.

All of Chrysler's popularity, prestige and success is due entirely to what Chrysler cars actually are and what they actually do. With Chrysler,

it's results, not promises; performance, not claims.

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CHRYSLER MOTORS PRODUCT

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SMALL CAR BATTLE.

Another Record in Cheap Models.

British motor manufacturers have certainly more than held their own in 1930, and if my information from the United States is to be relied upon, British car traders have bitten a big piece out of the American export business "cake," writes H. Thornton Rutter (Morning Post Motoring Correspondent).

As a New Yorker said to me this week-end, as I wished him a safe home journey, "Your automotive engineers have certainly put a scare on our folk."

He had good cause for this remark, as the American Austin Co. has now produced a cheaper two-seater model selling at \$39, yet it is faster than the more expensive coupe Austin Bantam. Therefore, as a rival to this enterprise, the Americans are now making a model B Martin Midget with a 5ft. 10in. wheelbase weighing 700lb. for the two-seater which is to sell at \$50.

This new cheap American light car is fitted with a four-cylinder Continental engine similar to that which Sir William Morris used before the Hotchkiss engine in the Morris car. It is stated to develop 29.5 h.p. at 3,400 revs. per minute, yet it travels 35 miles on one gallon of petrol and 25,000 miles per set of tyres. Also a four-cylinder alcohol model A Martin Midget is to be produced later this year to sell at \$40 for the two-seater.

The annual American National Motor Show was opened in New York, and then transferred en bloc to Chicago.

My American friends in the motor business tell me that the new U.S.A. models that are now on view at the National Automobile Show in New York are either bigger cars with eight-cylinder engines or are the "Bantam" and "Midget" models with small four-cylinder motors.

Outside of Ford, Overland, Whippet and Plymouth cars, which still remain four-cylinder models, twenty-seven others have six-cylinder engines, fifty-nine models have eight-cylinder engines, one has a

"double six" motor, and two have "double eights" or sixteen cylinders. It is, however, the new small "baby" cars which are attracting the most attention, England's speciality now being praised in place of being scorned, as happened a year ago.

Last year the British motor and cycle trade had insured workers in its industry numbering 247,140, as compared with 248,410 in 1929. But whereas in that latter year only 7.2 per cent. were unemployed at November, I regret that the Board of Trade figures and Ministry of Labour reported that 15.3 per cent. were unemployed in November, 1930. But owing to better production methods in the motor industry the total of vehicles and cycles made last year fell little short of that in 1929, even with less labour fully employed.

Smart Delivery.

To-day there is a demand for British transport in all parts of the world. The first public telephone call over the new direct-circuit line from the Argentine to Britain was an order for over sixty Morris-Commercial vehicles.

This order, representing in value over \$16,000, was promptly attended to, as within three days after the telephone message on December 10 was received, all the vehicles were loaded on board the Upway Grange for South America, a special train having been chartered to take the vehicles from Birmingham to the docks.

I mention this overseas order as an example of modern motor production methods for this New Year. Gone are the days when a customer had to wait weeks, and even months, before delivery would be given for his car or lorry.

To-day in 1931 our British motor manufacturers are building and carrying a large stock of goods ready to be delivered at a day's notice. That is the right way to increase their trade, so that there is no delay between the order and the delivery of the goods.

It needs courage and financial strength to do this. Moreover, it needs a settled political policy at home, including a strong tariff wall to prevent cheaper car imports by

the dumping of the surplus production of foreign rivals.

Mr. Victor Riley, Chairman and Managing Director of that motor-car company, in addressing the shareholders at their annual meeting recently, after a successful trading year, fully voiced the views of the British motor industry, when he stated that to improve general trade depression, "the Government must consider the country as an industrial concern and must adopt modern industrial methods. If we ourselves to-day were trying to produce cars by 1914 methods we should soon be bankrupt, yet what has been done politically to improve the output of the country to any marked extent?"

British motor drivers have had a wonderfully successful year in 1930. Even on the last day of December, Mr. G. E. T. Eyston bettered the existing speed for the International Class H 750 cc. motors by driving an M.G. Midget unsupercharged over distances of 50 kilometres at 86.38 miles per hour, 50 miles at 87.11 miles per hour, and 100 kilometres at an average speed of 87.3 miles per hour, new records for this class.

This was an improvement of nearly three miles an hour faster than the previous 8 h.p. record for these distances also made on the same track at Montlhéry, near Paris. No wonder, our American cousins have had a scare at the performance of small British cars.

TRACK-ROD SPRING REPAIR.

It sometimes happens that when travelling over a very rough road a track rod spring will be broken, and when this happens the steering becomes wobbly, to say the least of it. The spring may be temporarily repaired in the following manner, and will last until replacement can be made:—Remove the spring and replace the two parts so that the flat ends come together, leaving the broken ends pressed against the washers at each end of the spring. This procedure prevents the broken portions from running in on one another, and keeps the steering connection at its normal angle.

HARD USAGE.

Ability of Ford Car and Truck.

The ability of the rear end of the Ford car and truck to stand up under hard usage is constantly maintained by an ingenious testing device designed by Ford engineers and erected in the general assembly building at the Dearborn plant.

From time to time a rear end assembly is taken at random from the production line and placed upon the testing machine so that each of the rubber-tyred wheels rests upon a motor shaft that is off centre. The rear end is weighted down to approximate the weight of a loaded car or truck and the machine is put in motion.

From then on the testing machine works automatically. Simulating what would happen under actual driving conditions, it starts out slowly, whips up to a speed of 45 miles an hour, slows down, increases its speed again and then stops, only to begin over. As the wheels are spun around, the off-centre motors cause them to bounce up and down as they would on a rough road thus giving a severe test to the shock absorbers as well as to the rear end assembly. Meanwhile a blower sends a draft of cool air over the tyres and axle housing so that the test run is made under conditions approximating as closely as possible those that would be encountered on the road.

Every rear end that is tested in this way is operated for at least 10,000 miles, and frequently the test runs are for the equivalent of much greater distances.

The parts are then disassembled and checked to determine the amount of wear and distortion. The extremely delicate gauges with which this is accomplished can detect variations as fine as a tenth of a thousandth of an inch. Other instruments determine the hardness of the metal and still others measure angles with infinite precision.

If these tests show the slightest deviation from the requirements laid down by the engineering staff, the cause is detected and corrected.

FINANCIAL WISDOM.

Small Car Saves British Export Motor Trade.

H.R.H. The Prince of Wales. The great amount of money saved through the purchase of Savings Certificates has a considerable significance from the purely economic aspect because it represents a valuable addition to the nation's capital resources.

Rt. Hon. W. Graham, P.C., M.P. (President of the Board of Trade). "In the heavier and older industries that have been so hard hit there is an abundance of very efficient plant and technical skill on which it would be difficult to improve, and which only awaits a more favourable turn of the economic tide."

Rt. Hon. D. Lloyd George, P.C., M.P.

"We should regard this time of depression as an opportunity for setting things right which had been neglected."

Sir H. Austin (Chairman, Society of Motor Manufacturers and Traders, Ltd.). "The small car has during the past 12 months saved the British motor export trade."

Sir Francis Goodenough. "Until commerce is recognised not only as something financially worth while, but as a career of which a boy can be proud, the best type of man would not come into commerce."

Professor Edwin Cannan (Emeritus Professor of Economics).

"Great Britain would be much better able to preach economy of gold to other countries if she set a good example by making, without further ado, a substantial addition to the £250,000,000 of fiduciary currency at present allowed."

Professor Ramsay Muir (Chairman, Liberal Party Organisation). "The precipitate return to the gold standard has been a principal cause of our difficulty in regaining our export trade."

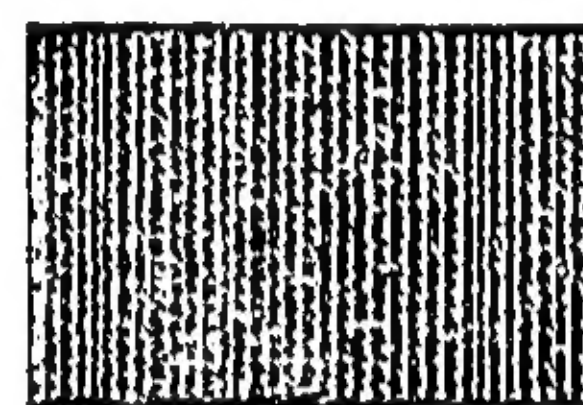
Mr. H. B. Butler (Deputy Director, International Labour Office).

"The problem of the rhythm of production—whether mechanisation cannot increase too fast both in relation to the consuming power of the markets and to employment—seems to be a question which may require to be treated on an international scale."

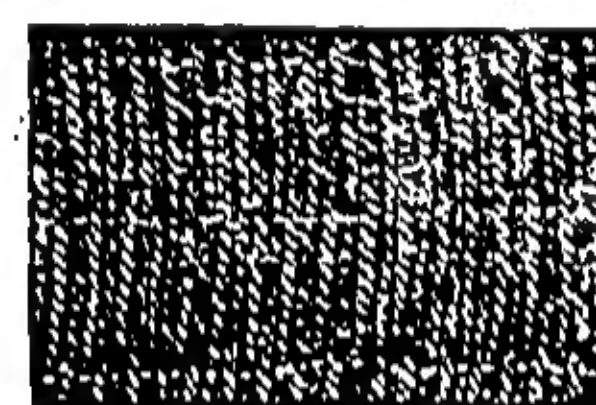


PRINCIPLE TYRES

THE MOST HIGHLY PERFECTED TYRE THAT THE WORLD HAS EVER KNOWN.



FISK "ALL-CORD"
Note that the cords are absolutely parallel in alignment—each individual cord is insulated and positively separated from the others and free from cross or filler thread.



ORDINARY CORD.
This photo shows a section of ordinary cord displaying cross or filler threads that chafe and disintegrate the cord, causing friction and early failure.

OBTAINABLE AT ALL GARAGES UPON REQUEST.

Sole Distributors:

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Telephone 28011.



TRAFFIC CONTROL.

The Latest American Ideas.

Some methods of road construction and traffic control that might well be imitated (as opportunity offers) have recently been evolved in America.

Viscount Cowdray described them in an interview with a London journalist on his return from the United States recently. Referring to the manner in which problems of road construction and safer driving are being tackled, he said:

"There are a few useful lessons to be learned. The Americans, at any rate in the South and West, are building roads at prodigious speed, and I did not see one modern road where they have not provided 'shoulders.' The 'shoulder' is a margin about 8ft. wide, covered with half an inch of gravel and soil.

"Whether the road is 20ft. wide or 40ft., that margin is made. On it cars pull up when their drivers wish to stop for repairs, or to lunch, or admire the view. The result is that the 20ft. road remains a 20ft. road and is not reduced, by cars at a standstill, to 10ft. The margin adds greatly to the efficiency of the road and practically nothing to the upkeep."

"Some of the new main roads near Los Angeles are divided for their whole length by three white lines into four tracks, the inner two tracks being used only when pulling out to pass a slower vehicle. The plan works admirably at night when head-lamps of strictly limited strength light up the lines and the overtaking driver knows that so long as he does not cross the centre line he is perfectly safe from all traffic coming towards him."

Car Parks for All.
"Many cities adopt the 'stop' principle. One road is made dominant and roads coming into it or crossing it become subsidiary roads. At each of those points on the subsidiary road is a 'stop' sign, and no matter whether the driver can see that the dominant road is

clear or not, he pulls up for a quarter of a second before turning into it. The plan works extraordinarily well."

"These regulations require to be understood, which is not always easy as they vary from place to place, but my impression was that the discipline of the American drivers on the whole was high."

Speeds in general are not, I think, faster than here; 45 miles is a good cruising speed, but as the roads are generally straighter than here and have no hedges, the average speed maintained is higher. On the other hand, there are in parts of the country numerous mountain roads

which twist and curl to an alarming extent. The principle of the white line is adopted here very profusely, and the discipline of the drivers in keeping to their proper side enables these bends to be taken at a great rate.

"Parking facilities in the newer cities are one of the outstanding features. Towns are built in square blocks, and about one-fourth of each block near the centre of the cities appears to be a car park. Looking down from the upper rooms of the skyscrapers, you see the car park as a mass of saloon-car roofs—for every man has his car and almost every car is a saloon."

Announcing the Arrival of
1931

B. S. A.
MOTOR CYCLES

Greater motor cycle value than you've ever had before! That sums up B.S.A.'s for 1931. In addition to the many features which have hitherto helped to make B.S.A. Motor Cycles such outstanding value—forged steel back-bone, sump lubrication, hinged rear mudguard, gear driven magneto, etc.—several new features have been introduced which add considerably to the riders' convenience and comfort.

For example, the instrument panel; two-level petrol tap; oil pressure gauge; etc.

FOR POWER, SPEED, SILENCE, SAFETY, ECONOMY and RELIABILITY

Choose a B. S. A.

THE SINCERE CO., LTD.

SOLE AGENTS.

NEW "SPEED COPS."

Experience of Motorist Who Was Chased.

I have been chased by a "speed cop," writes the motoring correspondent of the Evening Standard.

It happened to-day on one of the main roads leading from the north-west into London.

I was driving at my usual "going-to-business" speed and had just accelerated to pass a tram-car, when I received a very knowing wink from a young man standing on the pavement. I took it to be a tribute to my collection of motor-club badges.

But as I went on I noticed that more and more people were taking an interest in me.

I was about to pass a point-duty policeman when I happened to glance in the driving mirror. Just behind me was one of the smartest little motoring outfits I have seen on the road. It was a blue two-seater car, all chromium plating, spick and span.

In it were two stern-faced young men in blue.

As skilfully as any naval boatman the driver brought his little craft alongside my car so that I was hemmed in close to the pavement.

"Excuse me, sir..."

At once a crowd collected, eager to see the "speed cops" at work.

One of the "cops" sprang from his car and ran over to me.

I was wondering which of the 123 clauses of the new Road Traffic Act I had broken, or which one of the 30 unwritten—but printed—rules of the Highway Code I had transgressed, when the policeman saluted smartly in best guardee style.

"Excuse me, sir," he said, "but if you are not careful (I trembled) that attaché case on your luggage carrier will fall off. We have been trying to catch you for a mile to tell you."

I breathed freely again, secure in the knowledge that our "speed cop," although he wears leggings and goggles, is really just the old courteous, helpful, London "bob-bob."

One of the most conspicuous objects on the car is a little dial on the nose. It is an engine revolution counter. There is a big one in the cockpit, but at high speed Captain Campbell will not be able to look down at it.

SHOWING THE FLAG.

Cars Sent to the New World.

SPEED RECORD.

At Rootes, Ltd., recently in Devonshire House, Piccadilly, W. there stood two exhibits destined to "show the flag" of British motoring in the New World.

One was Captain Malcolm Campbell's "Blue Bird" in its latest form, which is to defend for Great Britain, on Daytona Beach, Sir Henry Segrave's land speed record of 221 miles an hour.

The other was the fleet of Hummer cars which the Prince of Wales and Prince George are taking to South America. There were four Hummers, three "Snipe" saloons and a "Pullman" limousine, while there was also a Commer luggage van.

Like A Plane Fuselage.

The Blue Bird, the racing Napier-Campbell car resembles an aeroplane fuselage on four wheels. It weighs 3½ tons, and is driven by a 1,450-h.p. supercharged Napier "Lion" engine of Schneider Trophy type.

The original car was built in 1926. This latest form of it is an adaptation designed by Mr. R. A. Ralston, of Thomson and Taylor's Ltd., who tune a big proportion of British racing cars and built this one in their works at Brooklands.

Mr. Ralston has had two particularly ingenious ideas. One was for keeping the front of the car down by carrying the radiator right in front of the actual nose of the car, which slopes sharply down. The air stream, after passing through the radiator, strikes this sloping nose, and tends to force the front axle downwards.

Driver's Low Seat.

The other idea was for keeping the car as low as possible. Mr. Ralston has done this by building it "skew-eyed." The driver sits beside the shaft, much lower than if he had to sit above it as in the ordinary car. His seat is only ten inches above the ground.

The body is a beautiful piece of workmanship, aluminium panels on a framework of steel tubes, built by Messrs. Gurney Nutting. There are aluminium fairings to streamline the wheels. The whole car is painted saxe blue, Captain Campbell's. (Continued at foot of preceding Column.)

NEW HOPE.

For British Bus Exports.

During the past 10 years light motor buses with primitive bodywork suitable for passengers or goods have come into general use in almost every country of the world. They operate, especially in the less-developed countries, throughout India, the Near East and Middle East, Africa, South America, Japan and China, Australia, etc. Due to our troubles of industrial re-establishment after the war, American manufacturers entered all these markets and made tremendous sales.

There are indications now of a change in the attitude of the operators of these "jungle-bus" services which may make an important difference to export statistics in the next two years, states The Commercial Motor.

Ten years ago not one in a hundred of these inexperienced, illiterate bus operators understood either interest or depreciation. To them, therefore, the cheapest vehicle obtainable seemed the best proposition. Successive failures, due to ignorance of operating costs, have gradually brought into the field a better type of man, and the statistics of British commercial-motor exports of which considerable detail was given in the Outlook Number of The Commercial Motor—suggest that appreciation of the better class chassis is spreading throughout these semi-developed countries as though a mist of ignorance were being waited away.

Now is the time for our manufacturers to drive home the truth, to exploit it with redoubled energy in their sales campaigns overseas. Advertising literature printed in the vernacular should stress the value of such points as sturdy shafts and large-size bearings, emphasising the long life of the British vehicle.

ROAD SIGNS?

Too Many Bad For All.

I have no hesitation in saying that the present multiplicity of road signs is bad for the motorist and bad for the pedestrian, and I hope that when road signs are overhauled under the new Road Traffic Act they will not be used too liberally, writes a correspondent in The Light Car and Cyclecar.

Road signs make us incapable of using our common sense—they destroy initiative because they ruin our self-reliance. Most of us go out on the road to see the beauty of our land, and we do not want that beauty obstructed or broken by man-made signs. More important still is the fact that the existence of road signs makes us all assume that if there is no sign at a given point there is no danger.

When approaching a corner, if we cannot see a warning sign we are apt to assume that it is perfectly safe to swoop round. Generally speaking, this is a correct assumption on a main road, but when we get on to the by-ways where fewer signs exist, such an assumption is foolish and dangerous.

I will admit that some signs are useful and necessary. A warning of a school is a necessary reminder to keep a sharper look-out, and the existence of cross-roads sometimes needs indicating.

But, as a careful road user, I do not need informing that a corner lies before me, nor that the hill I am about to descend is a steep one, nor that the large signpost I can see in front stands at cross-roads.

GUESTS' CARS.

Hotel Cannot Be Blamed for Owners' Negligence.

London, Jan. 23. A case of great importance to inn-keepers and car-owners was before the King's Bench Division, when Mr. Justice Swift reversed a decision of the Northampton County Court and decided that an inn-keeper was not responsible for damage done to a motor-car belonging to a guest, which was placed in the hotel garage.

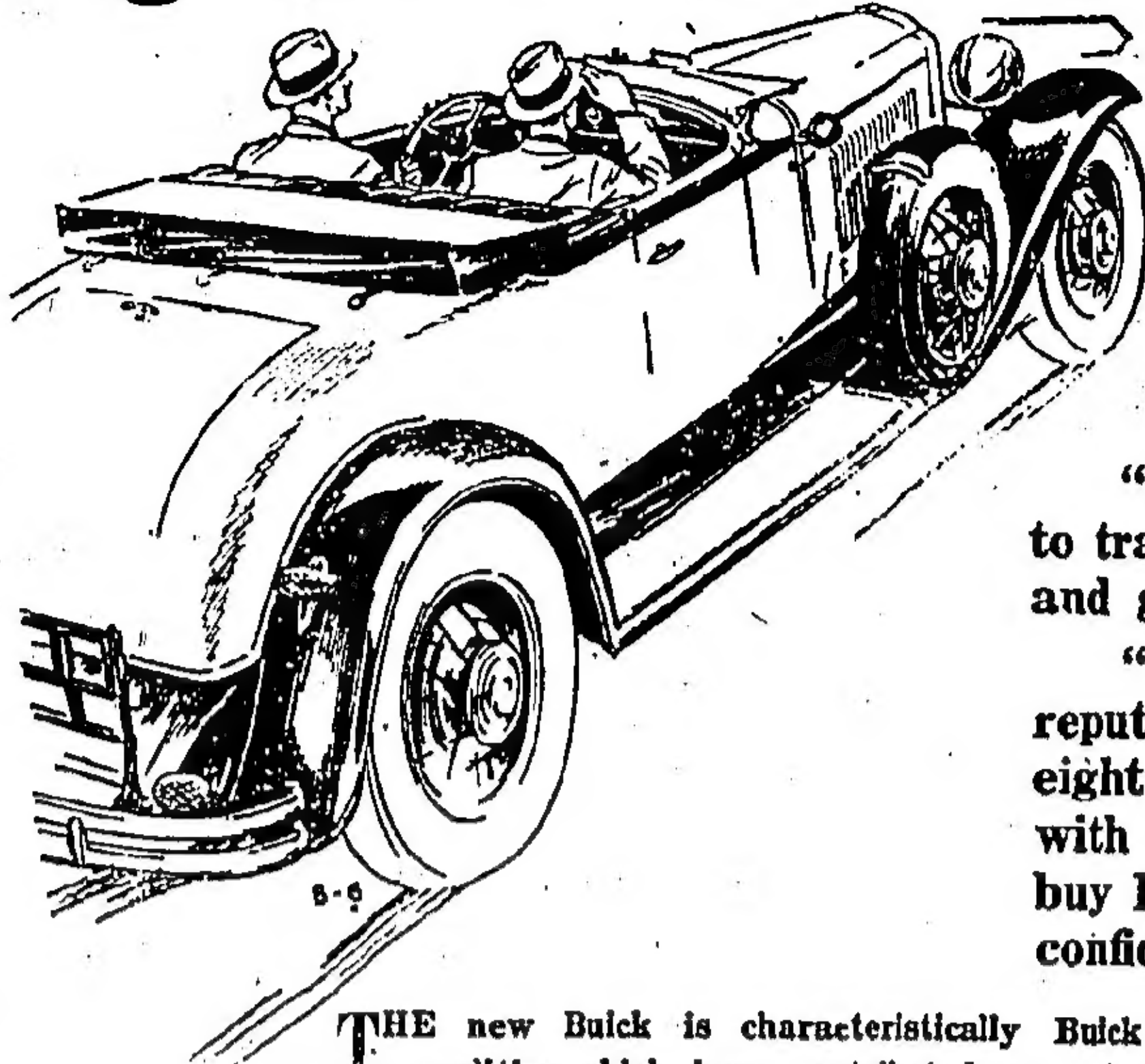
The County Court Judge awarded damages against an hotel proprietor to a Woking accountant named Winkworth, whose car was damaged by frost while in the Garage of the Grand Hotel, Northampton.

Mr. Justice Swift held that the inn-keeper was not an insurer of the person or goods of a guest and was only responsible for negligence as an inn-keeper.

Furthermore, an inn-keeper insured that a guest's car would not be stolen, not that it would not be damaged.

He was only bound to supply such accommodation as he possessed. It was the business of car-owners to let the water out of the radiator if frost was anticipated.

The hotel-keeper, whose appeal was allowed, was awarded costs.



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CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
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MOTOR TRUCKS AND TRACTORS.

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DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
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WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

THE NEW FORCE.

Ye gentle motorists who hear
Of that new force that will up
pear,
I beg of you to have no fear.

Although the ranks of the police
On motor-cycles may increase,
These with the just will be at
peace.

For after all, these lads in blue,
Although they have their job to
do,
Are motorists the same as you.

As Shakespeare puts it, you will
find
A fellow-feeling is inclined
Ever to make us wondrous kind.

And he who whirle along the road
Must surely have a kindlier code,
Than his hedge-lurking comrade
showed.

Who fingers throbbles must, in-
deed,
If he be human, feel the need
Of just and reasonable speed.

But reckless hogs who dodge and
swerve
Or try to pass upon a curve,
Will surely get what they deserve

Even pedestrians, who lack
A sense of humour when the lack
Receives an unexpected smack

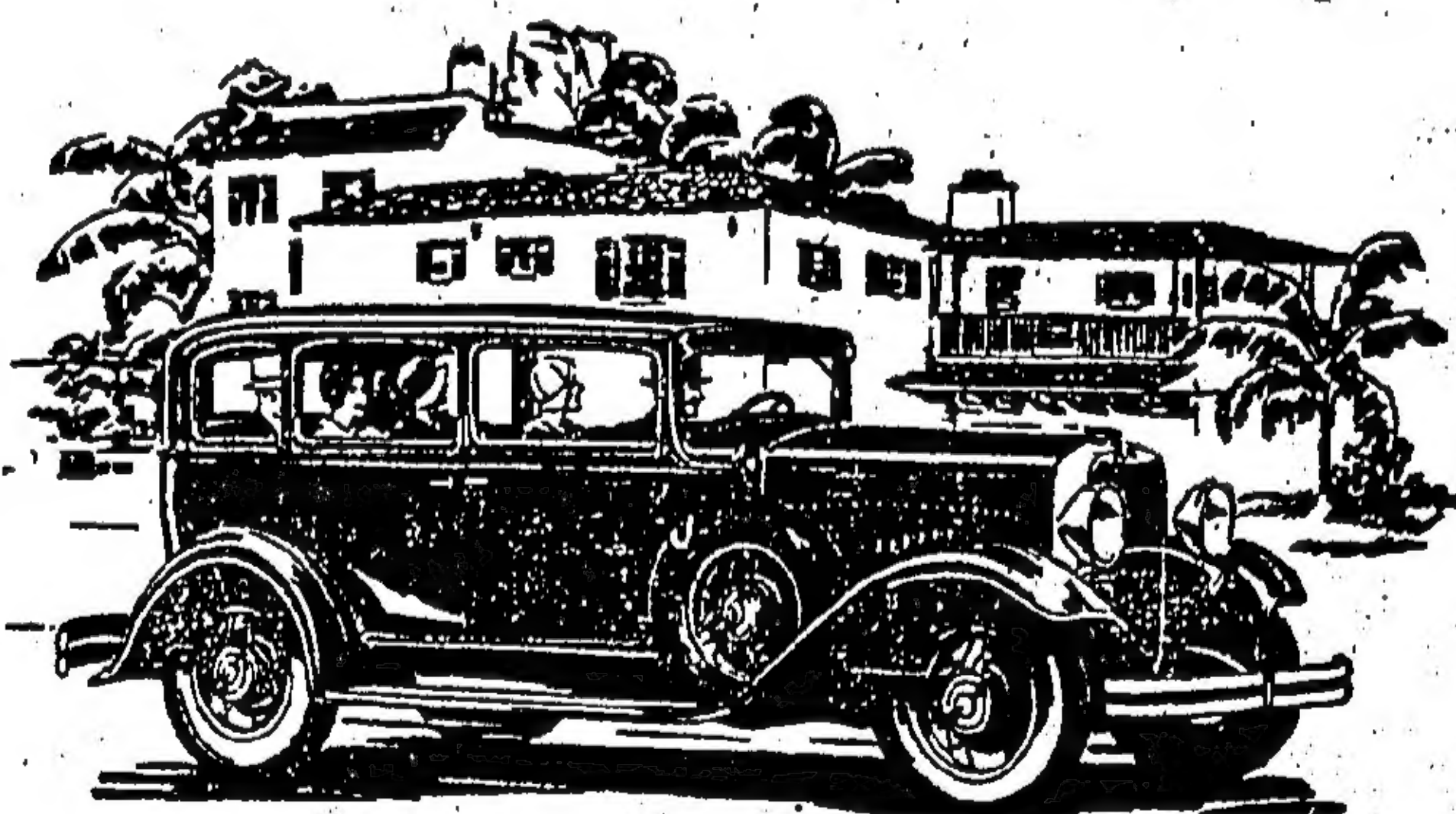
Will rise and brush themselves
and say,
"Ah! constable, it's you. Good-
day,
I'm sorry I was in the way!"

—Touchstone in London Morning
Post.

NEW YEAR RESOLUTION.

The new motor laws need cause neither nervousness nor apprehension to anyone who has always been in the habit of realizing his responsibilities and who has treated other folk when driving on the road as he would have others treat him, says The Light Car and Cyclecar. It is generally agreed that the Road Traffic Act contains many wise provisions, and although a thorough mastery of them may prove irksome, it is about the only real personal obligation for which the Minister calls from courteous and considerate drivers. Resolve, then, to do this conscientiously and do not let the resolution share the fate of so many others made for the New Year. The latter may usually be broken with impunity; to break the former may bring serious consequences in its trail.

A DEPENDABLE EIGHT luxurious and economical



Owners of the Dodge Eight-in-Line find it a truly economical motor car... It has the dependability so typical of all Dodge cars. It requires little in attention or maintenance; delivers its smooth, vigorous power with surprisingly low fuel and oil consumption... The safe, silent Mono-Piece Steel

Bodies are squeakproof, rattle-proof, exceptionally roomy and comfortable. The internal hydraulic brakes need no lubrication or equalising adjustments... In economy as well as in power and masterful performance, the Dodge Eight-in-Line is a sound choice for those who ask much of a motor car.

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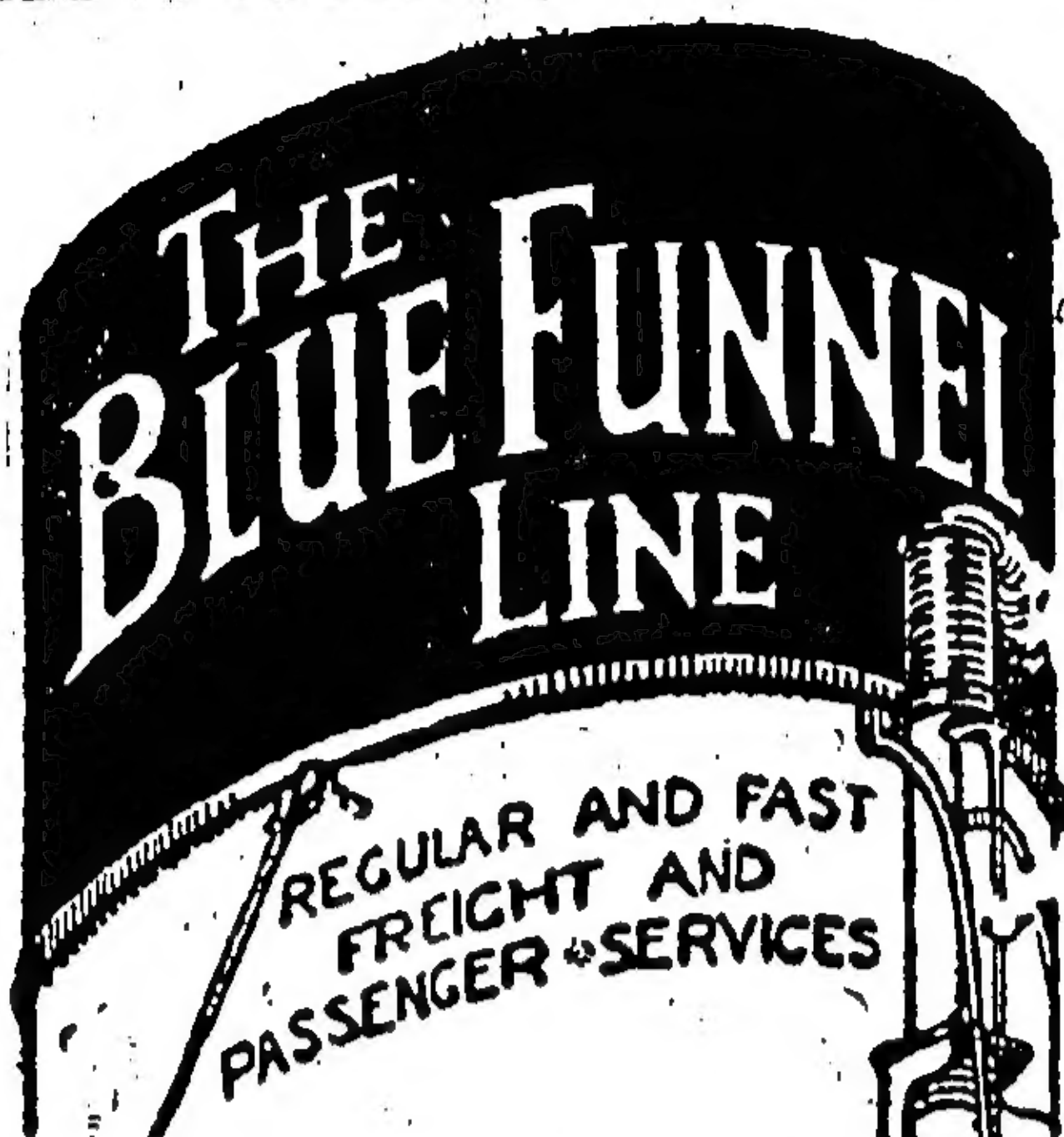
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EMPIRE AIR MAIL.

PLANS FOR RAPID DAY AND NIGHT SERVICE.

The ideal of a comprehensive network of airlines, radiating from London, and eventually linking England with India, South Africa and Australia with a rapid day and night service of air mails, is to be discussed at one of the most important official conferences in the history of British civil aviation.

The scheme has been evolved by the London Chamber of Commerce, and the Postmaster-General (Mr. Lees Smith) is to receive a deputation from the Chamber to discuss the project and the possibilities of the Post Office taking the first steps towards such a service. The Under-Secretary of State for Air, Mr. F. Montague, and the Deputy Director of Civil Aviation, Mr. F. G. L. Bertram, will be present.

The first steps it is proposed to take, have already been made known. They are for a night air mail service between London and most of the main capitals of Europe within a radius of 1,000 miles or so. The service, it is intended, will be operated by fast non-stop machines, carrying mails not only for the chief capitals, but for intermediate towns. The mails for the latter would be dropped from the aeroplanes by parachutes.

Colonel the Master of Sempill, chairman of the Civil Aviation Section of the Chamber of Commerce, has given an outline of the ambitious proposals which the Chamber will put before the Postmaster-General.

The Master of Sempill is one of the representatives of the delegation, which will be headed by Lord Herbert Scott (president of the Chamber), and will include Sir Geoffrey Clarke (deputy-chairman of the Council of the Chamber), Sir Robert McLean (deputy-chairman of the Civil Aviation Section), and Mr. A. de V. Leigh, secretary "Vital Necessity."

The Master of Sempill described the projected services as "vital necessities to British aviation. It is absolutely essential," he said, "that we should put aircraft services on a 24-hour schedule. Night flying will not only be a great help to business men, but will also assist the whole of the aircraft industry. Our plans are much wider and more ambitious than mere providing links with the European capitals, although that would naturally be our first step."

"We want to progress on to night flying along the present Indian air route, which would enable letters from England to be delivered in India within 3½ days or so. This would be half the time that the present daytime service takes. From that we would progress further until we had linked the whole Empire to Britain with services of 24-hours-a-day flying, first concentrating on Africa and the Antipodes."

Benefit to Industry. "Chambers of Commerce throughout the Empire have written to us with requests for considering these non-stop mail services, which everyone agrees would be of the utmost importance not only in the business world, but to Empire aviation generally."

The official statement of the London Chamber of Commerce on their European plans is:-

"A number of terminal points on the Continent about 1,000 miles distant from London such as Oslo, Stockholm, Warsaw, Budapest, Rome, and Madrid have been taken as instances where a machine flying by night at an average speed of 100 miles an hour would enable from 1½ to 2 days to be saved in the delivery of mails as compared with the ordinary surface methods. This would also include the dropping of mails without landing at important intermediate stations such as Amsterdam, Hamburg, Copenhagen, Cologne, Berlin, Leipzig, Munich, Prague, Vienna, Paris, and Bordeaux among others. It is considered that such non-stop night services would not only effect a speeding up in the delivery of letters, but would also bring home to business men and others the advantages to be derived from using the air mail. In addition, the institution of fast services like this would obviously benefit the light aeroplane industry in this country."

TREASURES OF THE PHAROHS.

Ingots of gold, chains of gold and silver, and many silver pieces have been found in one of a number of houses, dating from the time of the Pharaohs, which the Egyptian Exploration Society discovered during excavations at Tel-El Amarna.

There were 23 ingots, and these, along with the other valuables, were in a large vase.

A small silver statuette and a bronze knife were also found.



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TO
SATURDAY

AT
THE
M A J E S T I C



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Thrilling Comedy of
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